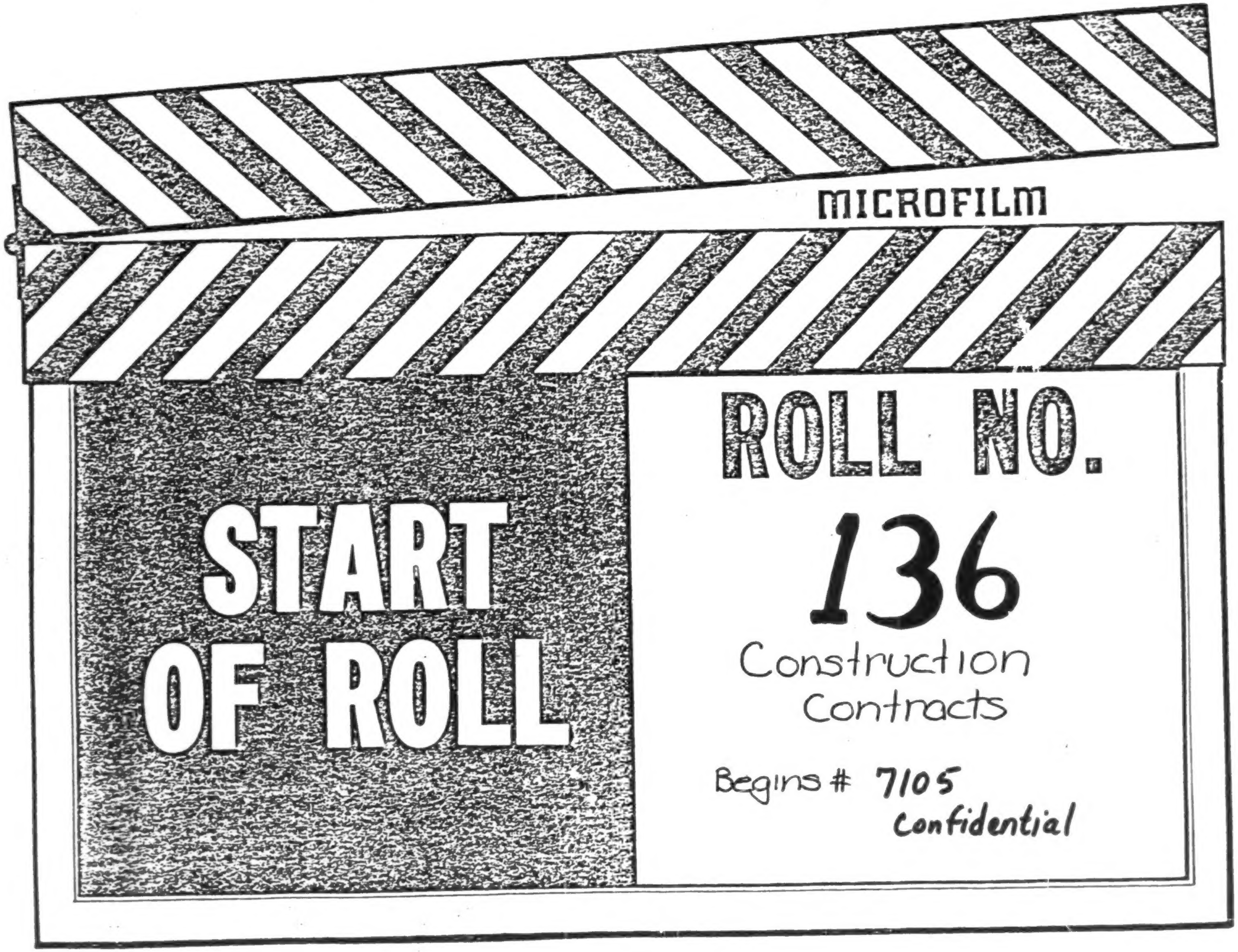

START OF ROLL

ROLL NO.

136

Construction
Contracts

Begins # 7105
Confidential

7105 Willamette R. (W. Linn) Bridge 1972

CONFIDENTIAL

RECEIVED
JUN 6 - 1972
FOR FILING

Salem, Oregon
June 10, 1971

MEMO TO THE FILES

RE: Willamette River (West Linn) Bridge
Contract No. 7105
Box Girder Plan Change Claim

7105

CONFIDENTIAL

Willamette River Constructors' seven component claim in the total amount of $69,340.10 was discussed briefly with Mr. Edwards, particularly regarding the merit of auditing several components of the money amount claimed before the overall claim is submitted to the Review Board.

It was decided that it would be in order to proceed with the auditing as suggested by Mr. Merchant as soon as it can be arranged with Mr. Skoog. The Review Board would then have the benefit of the auditing information at such time as they consider the matter.

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. I. Lindas
V. E. Skoog - Please contact Mr. Merchant or myself.
I. D. Merchant - Your file returned.

NOTED
TOM EDWARDS

RECEIVED
JUN 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1970

To:
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. A. E. Johnson
Mr. L. I. Lindas
Mr. V. E. Skoog

SUBJECT:
Willamette River(West Linn) Bridge
Contract No. 7105
Painting Claim
(Board Claim 24)

At a July 21 meeting you heard the contractor's presentation of a two-part claim for painting work on the subject project. The Board reconvened August 21 to consider these claims further, at which time it was decided to reject the plate girder spot painting claim, but to sanction adjustment for the interior box girder painting claim. It was requested that our field people negotiate on this part and the work involved at that time had not been done.

I have now received the attached December 14 report from Regional Construction Engineer Al Harwood. This letter summarizes the negotiation efforts and the present status. After the Board has opportunity to consider this information, a further meeting of the Board would be in order. I will await the advice of the Chairman in this regard.

John A. Bond
John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.
cc I. D. Merchant
C. G. Swenson

RECEIVED
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

PRIVILEGED CORRESPONDENCE

PREPARED IN ANTICIPATION OF LITIGATION

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 14, 1970

SUBJECT: Willamette River - West Linn Bridge
East Portland Freeway
Contract No. 7105

To: Oregon State
Claims Review Board

Att: John Bond

In accordance with instructions from the Claims Review Board, detailed records of the contractors costs for painting the inside of the box girder were kept. Upon completion of the work we were favored with a statement from the contractor, itemizing the costs of painting the inside of the girder. The records kept by the Resident substianted the total cost of the interior box girder as reported by the contractor. Virtually all of this cost was for painting splice plates and interior connections.

At a meeting November 23, 1970, attended by Tony Wilkinson of Willamette-Western, Harold Brinkley of H B Painters, J. X. Wilson and A. C. Harwood representing the Highway Department, we explained to the contractor our position that the state had a completed paint job coming. He was advised that the settlement we were prepared to propose was to compensate him for the increased costs of completing the paint job in the enclosed area over what it would have cost had the work been exposed. The painter indicated a reluctance to accept this concept as a basis of settlement. However, with his cooperation we did proceed to put a dollar amount on this cost differential. Without analyzing all of the many material invoices, it was agreed that approximately $11,000 of the $21,000 for painting the inside of the box girders was attributable to the fact that the painting was performed in an enclosed area with a limited access.

The meeting adjourned with the painter indicating little chance for a settlement. However, he agreed to take another look at his costs, expenses and legal fees to date and let us know whether or not a settlement in the $11,000 range was possible. We have been advised verbally by Willamette that Mr. Brinkley, after trimming off the profit and other allowances beyond his actual costs, then adding back his attorney fees to date, came up with a figure of $18,500 as the minimum settlement he would accept. We suggested to Willamette that they review this settlement to determine the value of their implication in the matter since they had several other sub-contractors as well as Brinkley involved in the painting item.

PRIVILEGED CORRESPONDENCE

PREPARED IN ANTICIPATION OF LITIGATION

They replied that Brinkley has not dropped the first part of his original two part claim which involved excessive damage to the paint during shipping and erecting and that Brinkley would most likely be bringing suit against both Willamette and the State of Oregon for an amount probably in excess of $100,000. They were therefore not much interested in entering into any settlement on this one small porition of the painting job.

Within the guide lines set forth by the Board the $11,000 settlement proposed was most generous. It is based on an assumed reduction in productivity of 50% for the painters work inside of the box girder. This 50% loss is the top figure discussed and was proposed by the contractor.

My opinion is that even the $18,500 figure would not buy us a complete release of all painting claims. I therefore can see no reason for compromising the $11,000 figure.

Probably to complete the negotiations, since the contractor has been advised that some relief of costs incurred in painting the interior of the box girder was justified, a formal settlement offer should be made.

Enclosed is a copy of the statement of costs received from the contractor along with his transmittals and a sheet of rough computations showing how the $11,000 figure was arrived at.

L. W. Rulien
Regional Engineer

by Allan C Harwood

A. C. Harwood
Regional Construction Engineer

ACH:bd
enc

H. B.
PAINTERS
INC.
783-4134

COMMERCIAL
AND
INDUSTRIAL

3503 WEST CLEARWATER
POST OFFICE BOX 6852
KENNEWICK, WASHINGTON
99336

October 27, 1970

NOV 2 1970

Willamette Western Corporation
P. O. Box 231
Oregon City, Oregon 97045

Attention: Tony Wilkerson

Gentlemen:

Re: West Linn Bridge - Contract #7105 - Extra Work

INVOICE

Listed below isour cost for cleaning and painting the extra work on the interior of the Box Girders:

Work Performed in the Fall of 1969:

	STRAIGHT HOURS	TIME RATE	OVERTIME HOURS	RATE	SUBSISTENCE DAYS	TOTAL	TOTAL	FRINGE BENEFITS	EMPLOYEE TAXES	TOTAL	TOTAL
Foreman	61	6.70	1	10.05			418.75	23.25	58.63	500.63	
Supt. (Wash)	5	6.70					33.50	2.30	4.36	40.16	
Journeymen	56	5.80					324.80	21.00	45.47	391.27	
Total 1960 Wages										$932.06	
20% Profit and Overhead										186.41	
										$1118.47	$1,118.47

MATERIALS: 6 gal. Primer @ 3.90 per gal = $23.40
15% Overhead and Profit 3.51

Total Materials 1969 $26.91 — 26.91

Rentals:	1- ½ Ton Chev. P. U. 62 Hours @ $2.70 per hr.	$167.40	
	1- Gas Driven 125 C.F.M. Compressor 62 hrs. @ $3.95	244.90	
	House Trailer for Shop 62 hrs. @ $1.25 per hr.	77.50	
	500' 3/4" Air Hose - 8 Days @ $18. per day	144.00	
	2 - Air Girders - 8 Days @ $5.25 per day each	84.00	
	Total Rentals 1969	$717.80	
	Plus 15% Overhead and Profit	107.67	
	Total 1969 Rentals	$825.47	$825.47
	Total for 1969		$1,970.85

COMMERCIAL
AND
INDUSTRIAL

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3503 WEST CLEARWATER
POST OFFICE BOX 6852
KENNEWICK, WASHINGTON
99336

Willamette Western Corporation
Oregon City, Oregon

Re: West Linn Bridge - Extra Work

October 27, 1970
Page 2

WORK PERFORMED IN THE FALL 1970:

	STRAIGHT HOURS	TIME RATE	OVERTIME HOURS	RATE	subsistence DAYS	TOTAL	TOTAL	FRINGE BENEFITS	EMPLOYEE TAXES	TOTAL	TOTAL
Foreman	176	7.28	34	10.92	22	286.00	1938.56	96.60	252.01	2287.17	
Wash. Man	160	6.57	30	9.855	20	260.00	1606.85	87.40	208.89	1903.14	
James Sapp	123	6.50	21	9.75			1004.25	61.20	140.60	1206.05	
Balance	522	5.95	106	8.93			4052.48	266.90	567.35	4886.73	
	981 hr									10,283.09	
20% Overhead and Profit										2,056.62	
Total 1970 Wages										12,339.71	$12,339.71

RENTALS:

1 - ½ Ton Chev. P. U. - 210 Hours @ $2.70 per hr.	$567.00	
1 - Jeep Pick Up - 210 Hours @ $3.70 per hr.	777.00	
1 - Gas Driven 125 C.F.M. Compressor - 223½ Hours @ $3.95 per hr	882.83	
1 - House Trailer for Shop - 210 Hours @ $1.25 per hr.	262.50	
1 - Gas Driven 85 C.F.M.Compressor 77 Hours @ $2.90 per hr.	223.30	
1000' 3/4" Air Hose - 9 Days @ $36. per day	324.00	
1800' 3/4 Air Hose - 7 Days @ $64.80 per day	453.60	
2600' 3/4" Air Hose - 6 Days @ $93.60 per day	561.60	
800' 3/4" Air Hose - 8 Days @ $28.80 per day	230.40	
2 Small Air Drills, Brushes, 100' Hose - 1 Day @ $13.10 per day	13.10	
3 " " " , 150' Hose, Buffer Wheel 1 Day @ $20.25	20.25	
1 Small Blast Pot, Hose, Nozzle & Air Hood - 13 Days @ $19.65	255.45	
	4,571.03	
15% Overhead and Profit	685.65	
Total Rentals for 1970	5,256.68	$ 5,256.68

P.P. rate - 50% [illegible] 50% Cont.

Std

1569.60

P.P. rate

MATERIALS:

DATE	INVOICE No.	NAME	AMOUNT	
8-28-70	A 4864	Arthur C. Carpenter Co.	8.99	
9-29-70	A 4871	" " " "	9.22	
9-30-70	71-875	Cantel, Inc.	35.00	
10-15-70	71-965	" "	4.00	
8-28-70	P 8781	Fossum Paint Co.	87.62	
9-18-70	P 9469	" " "	30.21	
9-23-70	P 9551	" " "	1.35	
9-4-70	8 hand lights & batteries		77.37	
8-31-70	Sept. 1970	Cascade Toilets Inc.	25.00	
8-28-70	734988	Sears, Roebuck & Co.	25.12	5 Batteries
8-28-70		Payless Drugs	52.25	add'l lights

H. B.
PAINTERS
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783-4134

COMMERCIAL
AND
INDUSTRIAL

3503 WEST CLEARWATER
POST OFFICE BOX 6852
KENNEWICK, WASHINGTON
99336

Willamette Western Corporation
Oregon City, Oregon

Re: West Linn Bridge - Extra Work

October 27, 1970
Page 3.

MATERIALS: Continued

DATE	INVOICE NO.	NAME	AMOUNT
8-28-70	P 8781	Fossum Paint Co.	87.62
8-28-70	017401K	Safway Equipment Co.	16.90
8-29-70	017405K	" " "	19.95
9-10-70	JK81988	Miller Paint Co.	66.00
9-10-70	JK86686	" " "	4.80
9-15-70	F 00132	National Lead Co.	29.11
9-15-70	#1	Western Auto	73.35
9-18-70	P 9460	Fossum Paint Co.	30.21
9-18-70	12907	La Grand Industrial Supply	7.53
9-2-70	12131	" " " "	1[illegible].50
9-21-70	#3	Western Associated Auto Store	11.60
9-21-70	JK82017	Miller Paint Co.	57.75
9-22-70		Coleman Electric	9.00
9-23-70	13788	" "	12.00
9-23-70	P 9551	Fossum Paint Co.	1.35
9-23-70		Western Auto Associate Store	8.25
9-29-70	JK90044	Miller Paint C9.	12.75
	40 Gal. Finish Green @ $3.30 per gal		132.00
	60 Gal. Tinted Green @ $3.30 per gal		198.00
	80 Gal. Primer @ $3.90 per gal.		312.00

2

642.00

	1,547.80	
15% Overhead & Profit	232.17	
Total Materials 1970	1,779.97	$1,779.97
Total for Fall of 1970		$19,376.36
Total for Fall 1969		1,970.85
TOTAL		$21,347.21

Very truly yours,

H. B. Painters, Inc.

H. Brinkley

Harold Brinkley
President

Labor

10,253.09 @ 50% = 5,141.54

Equip

Needed regardless of when or where painting performed. Length of time extended

— Distribution 50% State

50% Contr.

Chev. P.U.	567	
Jeep P.U	777	
125 cfm Comp.	882.83	
Shop	262.50	
Blasting pot	255.45	
	2744.78 x ½	= 1372.39

Entirely States Respon.

Air drill	13.10	
✓ ✓	20.25	33.35

Special adjustment

Air Hoses	1569.60	

Hose required if exposed 200' for 50% of time.

Deduct 200x = 0.036 x $\frac{[illegible]}{2}$ = 98

State Share 1471.60

Materials

Total	1547.80
Less Paint	692.—
	855.80

for lack of invoices at this time pro rate balance of mat'l 50% State 50% Contr. This can be further refined if needed

State Share 855.80 × ½ = 427.90

8444.78

P&O 1364.54

9809.32

1969 Painting - Same procedure for distributing

Labor including P&O. +20% 1,118.47 × ½ = = 559.23

Material - None allowed

Equip - 50% State

P.U.	167.40
D.S.C/A Comp.	244.90
Shop	77.50
Air Grinder *	84.— ~~× ½~~
	573.80 × ½

286.90 + 15% = 329.94

16.00 3.4 / 8 / 288

Hose 5' 44

Less 200 × .036 × 8 × ½ = 28.80

116.00 + 15% = 133.40

1022.57

* Assumed if not Grinder then would have been Sand blast equip

Summary

1970 painting	9,809.32
1969 painting	1022.57
Total increased ~~cost~~ cost for painting inside box	$10,831.89

I-205-7(10) Willamette R. (W. Linn) Br. 1970
298 Sec., of E. Portland Freeway
#7105 DEDICATION FOLDER

RECEIVED
JUN 1 1970

FOR DEDICATION CEREMONIES

WILLAMETTE RIVER BRIDGE

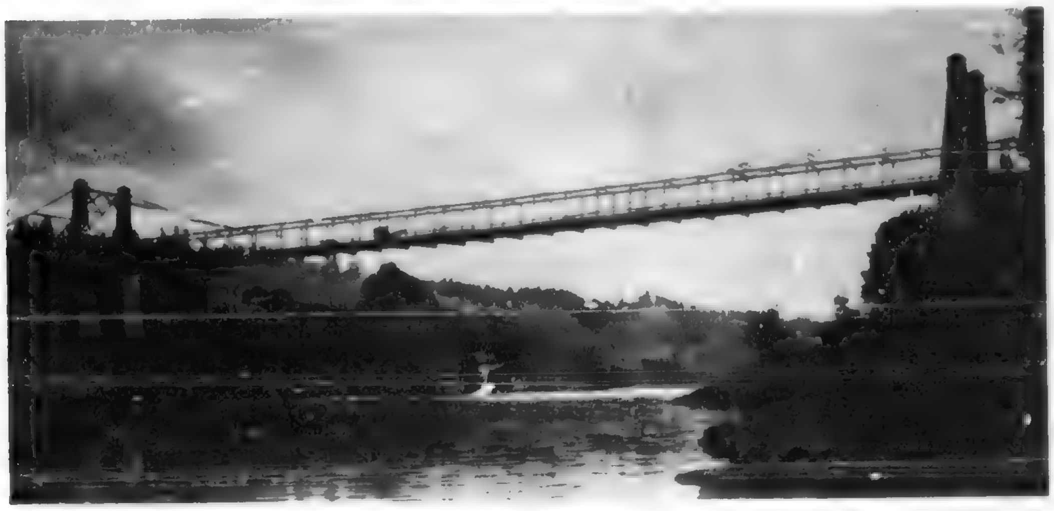
INTERSTATE 205

(OREGON CITY - WEST LINN)

CEREMONIES AT CENTER OF BRIDGE
11:30 A.M., Thursday, May 28, 1970

BRIDGES OF PROGRESS

Highways provide the means to economic development and progress and perhaps nowhere is this more clearly demonstrated than at this ceremony marking the forging of a new and greater link between two of Oregon's oldest communities, Oregon City and West Linn. The twin cities on the opposite cliff banks of the Willamette River have great historical pasts and equally promising great futures. It can be truly said that more "historical firsts" can be cited for this area than any other western community.



This area early became a political and trade center. River trade was highly important in the beginning and thus was later supplemented by the railroad.

Communication between the two communities in the early days was by means of a toll ferry. This mode of transportation proved inadequate for the demand and agitation soon began for a more suitable means of commuting.

In the period 1887-88, a bridge was constructed linking the two communities. It was termed a masterpiece in engineering and was the first true suspension bridge west of the Rocky Mountains. Growth of the area had forced the building of this bridge.

It was not many years before it became apparent that the new bridge, great as it was, was inadequate to meet the continued growth of the area. After much pressure, a contract was awarded to A. Guthrie and Co. of Portland in June, 1921 to begin work on a new structure.

The new bridge was a 350-foot steel arch span encased in

BRIDGES OF PROGRESS

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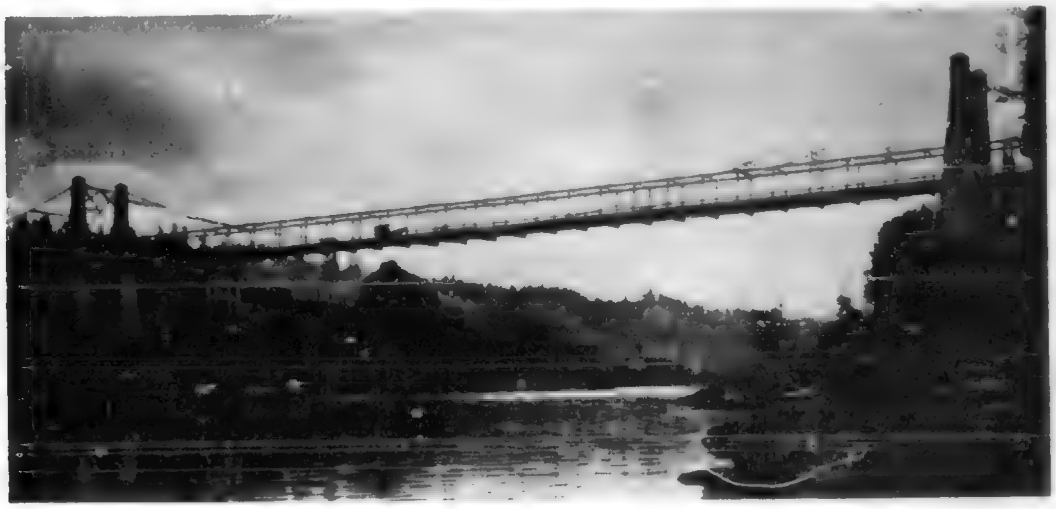

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Communication between the two communities in the early days was by means of a toll ferry. This mode of transportation proved inadequate for the demand and agitation soon began for a more suitable means of commuting.

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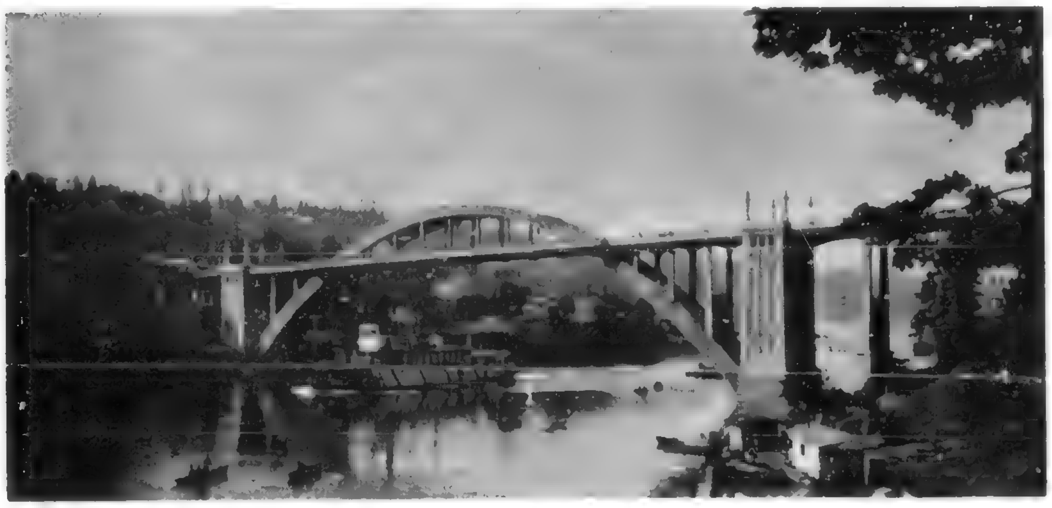
It was not many years before it became apparent that the new bridge, great as it was, was inadequate to meet the continued growth of the area. After much pressure, a contract was awarded to A. Guthrie and Co. of Portland in June, 1921 to begin work on a new structure.

The new bridge was a 350-foot steel arch span encased in concrete, with concrete viaduct approaches totaling 500 feet. This made the total length 850 feet. Work was started on July 29, 1921.

The contractor employed a unique method of erection by using the suspension cables of the old span to support the arch rib section until all were erected and self-supporting. The finished project was again described as a masterpiece of engineering. It was opened to the public on December 28, 1922 with an estimated 10,000 persons attending the all-day affair.



Total cost of the project was $324,658.01 with the cost being shared by the State and local governments as follows: State, $124,658.01; Clackamas County, $150,000.00; West Linn, $22,653.44; and Oregon City, $27,364.56.

As early as 1945, cries were heard that this structure was inadequate to serve the growing communities. As a result we have the structure being dedicated today. It is much larger than its predecessors. Its total length is 2,717 feet, with the main span being 430 feet. It is a steel and concrete deck girder structure. There are two individual structures, side by side, each 50 feet wide. This will provide six lanes of traffic.

The estimated cost is also much higher than the previous structure. It is $17,100,000. As an integral part of Interstate 205, the bridge was financed under the Interstate Highway plan with the Federal government paying 92 percent and the State 8 percent.

Again, the structure has been described as a masterpiece of engineering and again all hope that as its predecessors, it foretells a great economic growth for the area.

(Ceremonies Begin at 11:30 A.M., May 28, 1970)

PLAYING OF NATIONAL ANTHEM - Combined bands of Oregon City and West Linn High Schools.

INVOCATION - Reverend Armin H. Reitz, Minister of St. Stephens Lutheran Church of Gladstone.

OPENING REMARKS AND INTRODUCTION OF GUESTS - Glenn L. Jackson, Chairman, Oregon State Highway Commission, and Master of Ceremonies.

REMARKS - Ralph M. Phillips, Regional Federal Highway Administrator.

REMARKS - Fred Stefani, Chairman, Clackamas County Board of Commissioners, representing Clackamas County.

REMARKS - Mayor Frank Schumaker, Mayor of West Linn, representing the cities of West Linn, Oregon City and Gladstone.

REMARKS - Richard Benson, President of the Tri-City Chamber of Commerce, representing the civic groups of the Tri-City area.

REMARKS - The Honorable Tom McCall, Governor of Oregon.

RIBBON CUTTING CEREMONY - Governor McCall assisted by Miss Vicki Hall, President of the Oregon City High School Girls League, and Sandi Cushman, President of the West Linn High School Girls League.

OREGON
STATE
HIGHWAY
DIVISION

File copy

OREGON CITY BRIDGES
OVER THE
WILLAMETTE RIVER

The new structure is the third one erected across the Willamette River between these two cities with ever larger structures being forced by the tremendous economic growth of the area. The history of the bridges is tied to the development of the Oregon City-West Linn area.

Prior to 1889, the method of crossing the river between the two points was by means of a toll ferry. The tolls were not cheap, with a team of horses or mules or a yoke of oxen crossing at a cost of 50 cents. Men and women on horseback were charged 25 cents, while foot passengers paid 10 cents.

Growth demanded a more adequate means of crossing the river, so a bridge was constructed in the period 1887-88. Because of the depth of the river and the difficulty inherent in constructing the necessary false-work for a pier-type bridge, it was decided to construct a suspension-type bridge. The completed structure was termed a masterpiece in engineering and was the first true suspension bridge west of the Rocky Mountains.

This bridge served as the main means of crossing the river until 1922. Indications are that during its life-span the suspension bridge was redecked and that a pontoon crossing upriver near the mill was utilized for vehicular crossings.

Continued growth of this area forced consideration for a new bridge. The law creating the State Highway Department, Sec. 4, Chapter 339,

Mailed to Jackson 5-22-70

Oregon Laws 1913, made it possible for County Courts to secure plans, specifications, and supervision for bridge construction from the State. During the 1918-1920 biennium, plans for a new bridge to cross the Willamette between Oregon City and West Linn were developed.

The new bridge was a 350-foot steel arch span encased in concrete, with concrete viaduct approaches totaling 500 feet, making the total length of the structure 850 feet. The project was awarded to A. Guthrie and Co. of Portland in June, 1921. Work was started on July 29, 1921.

The contractor adopted a unique method of erection by using the suspension cables of the old span to support the arch rib sections until all were erected and self-supporting. Total cost of the project was $324,658.01. Costs were shared by the State and local governments as follows: State, $124,658.01; Clackamas County, $150,000.00; West Linn, $22,635.44; and Oregon City, $27,364.56.

Elaborate dedication ceremonies were conducted on December 28, 1922, with an estimated 10,000 persons turning out for the all-day affair. The structure was again described as a masterpiece of engineering.

Again progress forced demand for a larger and more adequate structure. The new structure being dedicated this day is much larger than its predecessors. Its total length is 2,717 feet, with the main span being 430 feet. It is a steel and concrete deck girder type bridge. The designers are Moffatt, Nichol and Bonney of Portland, consulting engineers for the State Highway Division of the Department of Transportation.

There are two individual ~~structures~~ Roadways, side by side that provide for six lanes of traffic with appropriate shoulder widths.

The estimated cost of the bridge is $17,100,000. As an integral part of the Interstate Highway System, Interstate 205, which will provide an easterly bypass of the core area of Portland, the Federal Government will pay 92 percent of this figure and the State, 8 percent.

The structure, as its predecessors, can well be described as a masterpiece of engineering. As its predecessors, it can well be expected to add to the economic development of the Oregon City-West Linn area.

This new structure required some 42,000 cubic yards of excavation, 92,000 lineal feet of steel piling (equal to 17+ miles), 30,000 cubic yards of concrete, 3,300 tons of metal reinforcing, 11,500 tons of structural steel, and provided approximately 900,000 man-hours of labor at the job site.

Price comparisons of the principal elements of bridge construction for the two bridges are interesting. In 1921 concrete cost $22.50 per cubic yard and at this time costs about $110.000; metal reinforcing cost 5½ cents per pound and at this time costs about 12 cents; and structural steel, which cost 12 cents in 1921, at this time costs about 33 cents per pound.

INTRODUCTION OF GUESTS

Oregon City-West Linn Bridge Dedication

THE HONORABLE GEORGE EIVERS
State Senator

THE HONORABLE JOHN INSKEEP
State Senator

THE HONORABLE DICK GROENER
State Representative

THE HONORABLE ROGER E. MARTIN
State Representative

THE HONORABLE ALLEN PYNN
State Representative

THE HONORABLE LEO M. THORNTON
State Representative

ROBERT E. SIMPSON
Division Engineer
Bureau of Public Roads

JOHN M. FULTON
Director
Department of Transportation

FRED HILL, Member
Oregon State Highway Commission

THADDEUS BRUNO, Member
Oregon State Highway Commission

FORREST COOPER
State Highway Engineer

R. L. PORTER
Deputy State Highway Engineer

TOM EDWARDS
Assistant State Highway Engineer

J. X. WILSON
Resident Bridge Engineer
Oregon State Highway Division

THOMAS TELFORD
Clackamas County Board of Commissioners

ROBERT SCHUMACHER
Clackamas County Board of Commissioners

EVERETT R. MOORE
Mayor of Gladstone

RICHARD H. CONRAD
Mayor of Oregon City

A. B. WILKINSON
Project Manager
Willamette-Western Corporation and
Donald Drake Company

ROBERT M. BONNEY
FRANK E. NICHOL
Moffatt, Nichol & Bonney
Consulting Engineers

FRANK BRANCH RILEY
(dedicated first bridge in 1922)

MISS SANDI CUSHMAN
President
West Linn High School Girls League

MISS VICKI HALL
President
Oregon City High School Girls League

[illegible] 5-25-70

OREGON STATE HIGHWAY DEPARTMENT
Salem Oregon

PUBLIC INFORMATION OFFICE PHONE 364-2171 Ext. 1501

NEWS RELEASE 70-108-S

FOR IMMEDIATE RELEASE May 13, 1970

Plans for the dedication ceremonies marking completion of the new Willamette River Bridge linking Oregon City and West Linn, scheduled to start at 11:30 a.m., Thursday, May 28, are progressing satisfactorily, it was announced today by Forrest Cooper, state highway engineer.

Highlight speaker for the occasion, which will mark the opening of the third structure between two of the state's oldest cities, will be Governor Tom McCall. The Governor will be joined at the center of the bridge by dignitaries representing Federal, State, and local governments as well as interested citizens.

The ceremonies will start at 11:30 a.m. with the playing of the National Anthem by the combined Oregon City and West Linn High School Bands. The invocation will be given by the Reverend Armin H. Reitz, minister of St. Stephens Lutheran Church of Gladstone.

Introductions of dignitaries and opening remarks for the occasion will be made by Glenn L. Jackson, chairman of the Oregon State Highway Commission. Fred Stefani, chairman, Clackamas County Board of Commissioners, will make remarks concerning the dedication for Clackamas County. Comments on behalf of the cities of West Linn, Oregon City, and Gladstone will be made by Frank Schumaker, mayor of West Linn.

Spokesman for the civic groups of the Tri-City area will be Richard Benson, president of the Tri-City Chamber of Commerce. He will be followed to the rostrum by Governor McCall.

Following the Governor's speech, the ribbon-cutting marking the official opening of the span will take place. Present plans call for Governor McCall, assisted by Miss Vicki Hall, president of the Oregon City High School Girls League; and Sandi Cushman, president of the

(more)

West Linn High School Girls League, to cut the ribbon. The mayor of West Linn will be in the number one car northbound, and the mayor of Oregon City will be in the number one car southbound, so that when the ribbon is cut the two mayors will in effect be the first ones across the structure linking their two cities.

The new structure is the third one erected across the Willamette River between these two cities with ever larger structures being forced by the tremendous economic growth of the area. The history of the bridges is tied to the development of the Oregon City-West Linn area.

Prior to 1889, the method of crossing the river between the two points was by means of a toll ferry. The tolls were not cheap, with a team of horses or mules or a yoke of oxen crossing at a cost of 50 cents. Men and women on horseback were charged 25 cents, while foot passengers paid 10 cents.

Growth demanded a more adequate means of crossing the river, so a bridge was constructed in the period 1887-88. The completed structure was termed a masterpiece in engineering and was the first true suspension bridge west of the Rocky Mountains. Because of the depth of the river and the difficulty inherent in constructing the necessary falsework for a pier-type bridge, it was decided to construct a suspension-type bridge.

This bridge served as the main means of crossing the river until 1922. Indications are that during its life-span the suspension bridge was redecked and that a pontoon crossing upriver near the mill was utilized for vehicular crossings.

Continued growth of this area forced consideration for a new bridge. The law creating the State Highway Department, Sec. 4, Chapter 339, Oregon Laws 1913, made it possible for County Courts to secure plans, specifications, and supervision for bridge construction from the State. During the 1918-1920 biennium, plans for a new bridge to cross the Willamette between Oregon City and West Linn were developed.

(more)

The new bridge was a 350-foot steel arch span encased in concrete, with concrete viaduct approaches totaling 500 feet, making the total length of the structure 850 feet. The project was awarded to A. Guthrie and Co. of Portland in June, 1921. Work was started on July 29, 1921.

The contractor adopted a unique method of erection by using the suspension cables of the old span to support the arch rib sections until all were erected and self-supporting. Total cost of the project was $324,658.01. Costs were shared by the State and local governments as follows: State, $124,658.01; Clackamas County, $150,000.00; West Linn, $22,635.44; and Oregon City, $27,364.56.

Elaborate dedication ceremonies were conducted on December 28, 1922, with an estimated 10,000 persons turning out for the all-day affair. The structure was again described as a masterpiece of engineering.

Again progress forced demand for a larger and more adequate structure. The new structure being dedicated on May 28 is much larger than its predecessors. Its total length is 2,717 feet, with the main span being 430 feet. It is a steel and concrete deck girder type bridge. The designers are Moffatt, Nichol and Bonney of Portland. There are two individual structures, side by side, with each 50 feet wide. This will provide six lanes of traffic.

The estimated cost of the bridge is $17,100,000. As an integral part of the Interstate Highway System, Interstate 205, which will provide an easterly bypass of the core area of Portland, the Federal Government will pay 92 percent of this figure and the State, 8 percent.

The structure, as its predecessors, can well be described as a masterpiece of engineering. As its predecessors, it can well be expected to add to the economic development of the Oregon City-West Linn area.

# # # # # #

9-1121 Franklin Ave.-Greenwood Ave. 1967
(Bend) Sec. of Central Ore. Hwy.
#7106 (Traffic Signals)

See C&A 3330

RECEIVED
AUG 15 1968

FOR FILING

9-1121

7106

August 15, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7106-awarded to Steeck Electric Company for traffic signal installation on Franklin Avenue-Greenwood Avenue (Bend) Section of the Central Oregon Highway in Deschutes County was completed on July 7, 1968, and accepted by the Highway Commission on August 13, 1968.

Final payment in the amount of $951.24 will be released to the contractor after August 22, 1968. The total contract amount is $15,705.48 including $34.53 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 15 1968

FOR FILE
9-1121
7106

August 13, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 7, 1968, on Contract No. 7106. The contract was with Steeck Electric Company and was for the traffic signal installation on the Franklin Avenue-Greenwood Avenue (Bend) Section of the Central Oregon Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 13, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
J. F. Putnam

RECEIVED
JAN 9 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

9-1121
7106

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

January 8, 1968

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7106 for traffic signal installation on Franklin Avenue at Greenwood Avenue in Bend on US 20 in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
DEC 22 1967
FOR FILING

9-1121

7106

December 22, 1967

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 7106 for $15,696.00 awarded to you by the State Highway Commission on December 21, 1967. This contract is for traffic signal installation at Franklin and Greenwood Avenues in the city of Bend on US 20, in Deschutes County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 5, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
Don Pallette

RECEIVED
AUG 3 1967
FOR FILING

9-1121

7106

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 2, 1967

SUBJECT: Traffic Signal Installation
Franklin Ave.-Greenwood Ave. Sec.
Wall Street & Bond Street (US20)
City of Bend

To: J. F. Putnam
Division IV Engineer
B E N D

Attention: Bryant Jackmond

I discussed with Mr. Klaboe the matter of installing conduit at certain locations for the traffic signal system in Bend. I indicated to him that it would not be possible to install the conduit in the street prior to the beginning of the work by the overlay contractor.

I obtained permission from Mr. Klaboe to have the conduit placed as a part of the paving contract. It was also explained that this would mean an overrun on the contract and that we would have to go to the Commission for additional monies. Mr. Klaboe indicated that he would approve this method of installing the conduit.

Would you please negotiate with the paving contractor to have the conduit, shown marked in red on the attached plans, installed prior to any paving work. The attachments also show an estimated cost for this work. If there are any questions concerning details involved, I would suggest that you contact Bill Zirbes. I should also mention that I indicated to Mr. Klaboe that this additional work would not result in an overrun on time by the contractor. If this is incorrect, would you please advise me.

NOTED
F. B. KLABOE

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

cc: ~~F. B. Klaboe~~ ✓
F. D. Morgan

RECEIVED
AUG 2 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

S-377(2) Squaw Creek Bridge on 1967
FAS 853, in the City of Sisters
#7107

MA 345-4

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 102575

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-1-70	CC 1220		509-1074-2[illegible]7

Contract 7107
S-377(2)
Desch Co & Sisters

- Deschutes County
- Board of Commissioners
- Courthouse
- Bend, Oregon 977[illegible]1

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Charles Plummer, Roadmaster			
Final Billing: Squaw Creek Bridge, FAS 853. Covered by agreement dated 12-12-67			
County advance deposit		6,300.00	
Amount previously transferred		3,300.00	
			3,000.00
County share of construction		5,864.35	
Amount previously transferred		3,300.00	
			2,564.35
To be refunded			435.65

RECEIVED
JUL 2 - 1970
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST
[illegible]
By

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

```
          503   1001       900      00                                                  3,310.81     68    6
                      ** JOB TOTALS **                  **                      **    259,907.73   **

G ROAD     CONT NO 7326   FA PROJ NOS SU  456002 100                                               STATE
     ;           503   1006       296      00                             2,100.00CR        2,100.00CR    70    7
                 503   1006       297      00                             2,100.00          2,100.00      70    7
                 503   1006       900      00                                10.21             10.21            7
                      ** JOB TOTALS **                  **                   10.21    **       10.21   **

BROBENT/ 8 CONT NO 7115 : FA PROJ NOS S   564001 100                                               STATE
                 506   1017       201      00 P                                            188,973.94     68    68
                 506   1017       201      00                                                   74.82     68    68
                 506   1017       269      01                                                  149.54     68    68
                 506   1017       290      00 P                                                117.00CR   68    68
                 506   1017       296      00                            10,504.93CR       169,904.93CR   68    69
                 506   1017       297      00                            10,004.57          38,504.57     68    69
                 506   1017       298      00                               500.36         131,400.36     68    69
                 506   1017       900      00 P                                             17,909.95     68    68
                 506   1017       900      00                                                  596.95     68    68
                      ** JOB TOTALS **                  **                      **     207,588.20   **
```

Deschutes Co.
Squaw
Creek
Br.

```
           CONT NO 7107 : FA PROJ NOS S   377002 100                                               STATE
                 509   1074       201      00 P                                             27,423.40     68    68
                 509   1074       296      00           411.93CR         424.00CR           22,879.24CR   68    70
                 509   1074       297      00                                                3,300.00     68    68
                 509   1074       298      00           411.93           424.00             19,579.24     68    70
                 509   1074       900      00 P                              648.30          3,390.64     67    70
                 509   1074       900      00                                648.30CR          246.95     68    70
                      ** JOB TOTALS **                  **                      **      31,060.99   **

SNEY RD/   CONT NO 7117 : FA PROJ NOS S   320004  60 S   321003  40                                STATE
                 509   1075       201      00 P                                             59,276.71     68    68
                 509   1075       229      01                                  81.24            81.24     69    69
                 509   1075       296      00                             4,933.46CR        53,933.46CR   68    69
                 509   1075       297      00                             4,396.07          12,496.07     68    69
                 509   1075       298      00                               537.39          41,437.39     68    69
                 509   1075       900      00 P                                              5,927.67     68    68
                 509   1075       900      00                                                  612.57     68    68
                      ** JOB TOTALS **                  **                   81.24    **    65,898.19   **

.D/ BR     CONT NO 7170 : FA PROJ NOS S   321004 100                                               STATE
                 509   1076       201      00 P                                             22,899.47     68    69
                 509   1076       296      00                             2,601.94CR        22,609.82CR   68    69
                 509   1076       297      00                             2,601.94           6,601.94     68    69
```

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SQUAW CREEK BRIDGE ON FAS ROUTE 853					
	DESCHUTES COUNTY					
	Construction Type Code X080 Structure (Sta. 4+99 to Sta. 5+49)(Contract No. ~~7170~~ 7107)					
1	Shoring, Cribbing, etc.	All Required			$ 1,000.00	
2	Structural Excavation	459.8	c.y.	6.00	2,758.80	
4	Special Rock Backfill	81.6	c.y.	6.00	489.60	
5	Class "A" Concrete (120 c.yds.)	All Required			9,000.00	
6	4'x50'/55' Prestressed Slabs	8	only	1,300.00	10,400.00	
7	Reinforcement (17,800 lbs.)	All Required			2,500.00	
8	Metal Rail	88	l.f.	12.00	1,056.00	
5A	Class "A" Concrete Adjustment	2.92	c.y.	75.00	219.00	
	Total Construction Cost				$27,423.40	
	Construction Engineering State	All Required			3,390.64	
	Total Participating Cost				$30,814.04	
	Nonparticipating Items Construction Engineering	All Required			246.95	
	Total Nonparticipating Cost				$ 246.95	
	Total Cost				$31,060.99	
	AMOUNT CARRIED FORWARD..					

Summary of Completed Federal Aid Work

Squaw Creek Bridge

S-377 (2)

Description	Type Code	Roadway Width	Total Cost	F. A. Funds	Total Length
Structure (Sta. 4+99 to Sta. 5+49)	X080	31' 5½"	$31,060.99	$19,579.24	0.009 mile

STATE COPY

Monthly transaction number 4-3.4	FOR R-2A (Rev. 10-68)	e Oregon
Project report number 11	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-15-70	County Deschutes
Modification number 1		Project number S-377(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 8, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 30,432	$ 31,061
Federal funds	$ 19,300.00	$ 19,579.24
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15th day of April, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F. Klaboe

Assistant State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By C. R. Backlund
(Division Engineer)

For: R. E. Simpson

Fo pproved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 1-65	FO PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-8-68	COUNTY S-377(2) PROJECT NO.

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Squaw Creek Bridge on FAS Route 853.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-21-67	0.009
OTHER *(Specify)*		

FUNDS Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 30,432	$ 19,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By /s/
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer
By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager
Date executed by Division Engineer January 8, 1968

Oregon State Highway Depa ment

Federal-Aid
Project No. S-377(2)

SQUAW CREEK BRIDGE ON FAS ROUTE 853

IN DESCHUTES COUNTY

Project agreement estimate.

Salem, Oregon, December 28, 1967

Type Code X630
Structure (Sta. 4+99 to Sta. 5+49)(Contract No. 7170)

Shoring, Cribbing, etc.	All	Required		$ 1,000.00
Structural Excavation	480	cu.yd.	$ 6.00	2,880.00
Structural Excavation Below Elevation Shown	50	cu.yd.	1.00	50.00
Special Rock Backfill	130	cu.yd.	6.00	780.00
Class "A" Concrete (120 cu.yds.)	All	Required		9,000.00
4'x50'/55' Prestressed Slabs	8	only	1,300.00	10,400.00
Reinforcement (17,800 lbs.)	All	Required		2,500.00
Metal Rail	88	lin.ft.	12.00	1,056.00
				$27,666.00
			10% Engr. & Cont.	2,766.00
			Total	$30,432.00

Length of Structure - - - - - - - 0.009 mile

Federal Funds -	$19,300.00
State Funds -	5,566.00
County Funds -	5,566.00
	$30,432.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 509-1074

RECEIVED
MAY 16 1968

FOR FILM

S-377(2)

7107

May 15, 1968

St. Paul Fire & Marine Insurance Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7107 awarded to Stach Construction Company, Inc., for a structure on the Squaw Creek Bridge Section of FAS 853 in Deschutes County was completed on March 23, 1968, and accepted by the Highway Commission on May 14, 1968.

Final payment in the amount of $2,876.70 will be released to the contractor after May 22, 1968. The total contract amount is $27,423.43 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Oakridge Insurance Agency, Inc.
P. O. Box 406
Oakridge, Oregon 97463

L. H. Young
C. E. Maison
Attn: John Herr

RECEIVED
MAY 15 1968
FOR FILE

S-377(2)

7107

May 14, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed March 23, 1968, on Contract No. 7107. The contract was with Stach Construction Company, Inc., and was for a structure on the Squaw Creek Bridge Section of FAS 853 in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 14, 1968, and that you concur in this procedure at the Commission meeting on May 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
J. F. Putnam

srb jko

RECEIVED
JAN 26 1968
FOR FIL

S-377(2)

7107

January 25, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7107
Prefix 509-1074
FAP S-377(2)

Dear Sir:

The work under Contract No. 7107, Squaw Creek Bridge Section of FAS 853 in Deschutes County, was started on January 17, 1968.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:jb

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JAN 12 1968
FILING

S-377(2)
7107

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
P. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

January 11, 1968

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7107 for construction of
Squaw Creek Bridge on FAS 853 in
Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

WLn
Encl.
cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Oakridge Insurance Agency, Inc.
P. O. Box 406
Oakridge, Oregon 97463

fa 853 Desch Co

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 93676

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-4-68	CC 1[illegible]8		5[illegible]9-1074-2[illegible]7

Deschutes County
Courthouse
Bend, Oregon 97701

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			6,300.00
Partial transfer of advance deposit for the Squaw Creek Bridge on FAS 853 - covered by agreement dated 12-12-67.			3,300.00
To be retained			3,000.00

RETURN
H S CO

RECEIVED
JAN 4 1968
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

By

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIV
FEB 19 196
FOR FILI
5-377(2)
7107

December 22, 1967

Bid Dec 14

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Gentlemen:

The State Highway Commission on December 21, 1967, accepted your proposal for construction of the Squaw Creek Bridge on FAS 853 in Deschutes County for the sum of $27,666 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Deschutes County is received and the sum of $6,300 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project which has been assigned Contract No. 7107. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 5, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
J. F. Putnam
Don Pallette
Frank Morgan
L. H. Young
I. D. Merchant
G. D. Matthis (SIAC)

RECEIVED
DEC 20 1967

S-377(2)

7167

December 20, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3454

City of Sisters
City Hall
Sisters, Oregon 97759

Attention: Mrs. Doris Swartsendruber
City Recorder

Gentlemen:

Enclosed for your files is a fully executed copy of a finance construction agreement with the County of Deschutes, the State Highway Commission, and your City covering the Three Creeks Lake Road Bridge over Squaw Creek (FAS 853).

A fully executed copy of this agreement is being sent to the County of Deschutes and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encl.

cc H. S. Cox - Attn: Don Harwell
(conformed copy)

[illegible]

Fred W. Hill, Member
Helix

NOTED
H. S. COX

December 14, 1967

Deschutes County Court
Courthouse
Bend, Oregon 97701

Attention: Charles Plummer, Roadmaster

Gentlemen:

On December 14, 1967, a satisfactory bid was received from Stach Construction Company Inc., of Grants Pass for constructing the Squaw Creek Bridge in Sisters on FAS 853. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$27,666.00
Flagging	----
14% Engineering & Contingencies	4,011.57
ESTIMATED TOTAL COST	$31,677.57

County advance deposit:

20% of $31,677.57 = $6,335.51 or say $6,300.00

Please make this advance deposit in the amount of $6,300 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Planning Engineer

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Aronsmeier

HR:nr

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
WAYNE E. PHILLIPS, BAKER
GEORGE L. HIBBARD, OREGON CITY

RECEIVED
[illegible] 1 - 1967

S-377(2)

7167

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

November 27, 1967

Routing
- Morgan
- Dacker
- Bond
- Barbee
- Walker
- Glenn
- Swan
- Pease
- Morelock
- Trout
- Scott
- Willis
- Litchfield
- Olson

RECEIVED
NOV 29 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of November 20, 1967, which enclosed plans for "Squaw Creek Bridge Section, FAS 853, Deschutes County."

This project will have no adverse effect on wildlife resources, and the plans are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski by ln

R. O. Koski
Chief of Liberations

ROK/ln
cc: Director, OFC

11-28-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
J. F. Putnam (2)
fw

File FAS 853
Desch Co

November 27, 1967
(date)

RECEIVED
DEC 8 1967
ENGINEER
COUNTY & CITY DIVISION

Please rush reply - this clearance
required by Bureau of Public Roads
prior to letting of contract.
H. S. Cox

Hon. Albert J. Demaris
The Mayor
City Hall
Sisters, Oregon 97759

NOTED
H. S. COX

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 853 (Three Creeks Lake Road)

Section Squaw Creek Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ **No** ☒

If answer is yes, please list organizations:

12/14/67
(date)

By George Sproat

By Don T. Mauser
Commissioner

By L. C. Tatum
Commissioner

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Copy to L. H. Young
ATTENTION: Duane Ridings

City

November 27, 1967
(date)

NOTED
H. S. COX

RECEIVED
NOV 29 1967
ENGINEER
COUNTY & CITY DIVISION

Please rush reply - this clearance BPR requirement prior to contract letting. H. S. Cox

Deschutes County Court
Courthouse
Bend, Oregon 97701

Gentlemen:

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 853 (Three Creeks Lake Road)

Section Squaw Creek Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

11/28/67
(date)

By D. L. Penhollow

By G. W. McCann
Commissioner

By Dorothy A. Smead
Commissioner

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

County

Copy to L. H. Young
Attention: Duane Ridings

S-377(2)

7467.1

11-21-67

710.13

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 11/21/67

BY (Signature): Mr. Young's November 15, 1967 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 983 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
		0.0	53,000	31,800	Construct one prestressed concrete slab deck Bridge - Length 50', H.C. 32'.

RECEIVED
1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Bunch 11-22-67

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project is lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11/21/67	A. W. Parsons, Division Engineer

A W Parsons

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15306-P66

RECEIVED
NOV 30 1967

FOR ITEMS

S-377(2)

7107

November 15, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one project Item 983, Project No. S-377(2), which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids for this project on December 14, 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RSC:vr

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. 0.42 mi. S. of Jct. US 126 (Sisters) 21 65	**ADT**	PRESENT 70	FUTURE 110 (66) (70)	YEAR 87 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 1 Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME De	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 853

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. 0.42 mi. S. of Jct. with US 126 (Sisters)			
5					**ROW**		(Squaw Creek Bridge)			
5					**CONST** (CODE)			0.0	53,000	31,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	53,000	31,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

s) 65	ADT	PRESENT 70	FUTURE 110 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 983 (14) (18)	

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) S 14 23	NUMBER 377 7	SEQ. NO. (2) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME: Deschutes CODE: 017 (14) (16)

ROUTE NO. S FEDERAL-AID: 853 (32) STATE: Co. Rd. (36) (37) U.S. (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
(58)	(59) (66)	(67) (76)			Construct one prestressed concrete slab deck bridge, length 50', H.C. 32'. County to construct approaches.
0.0	53,000	31,800	10,600	10,600 (Co.)	ROW-60' normal; Access Control-None; Parking Restrictions-None
0.0	53,000	31,800	10,600	10,600 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

Additional Data: Item 537, Project S-377(1).
Relocation Assistance - None involved

USCOMM DUSCOMM-DC 48905-P61

Squaw Creek Bridge

Project S-377(2)

EXISTING FACILITIES: The present facility consists of 2-72" pipes with concrete headwall.

ADJACENT SECTIONS:
NORTH END: 20' oil mat with 2' gravel shoulders.

SOUTH END: Same as north end.

PROJECT DATA: Construct a 50 foot bridge 32 feet in width of prestressed concrete with a slab deck and with no sidewalks, County will remove the existing facility and construct the approaches and connections to the new structure, the detour now in use will be maintained by the County for the duration of the project.

Note: The 72" culvert pipes were destroyed by a flash flood of Squaw Creek during the latter part of October, 1967.

RIGHT OF WAY: 60' maximum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: Completed
PUBLIC HEARING: Not needed-within the existing right of way.

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: School bus, Mail route, recreation route, and log hauling.

11-13-67

DESCHUTES COUNTY
PROPOSED PROJECT (1968 Funds)

FAS 853, Three Creeks Lake Road: Squaw Creek Bridge. Structure, $35,000

The urgency of replacing this facility has prompted Judge Penhollow of Deschutes County to arrange for tentative telephonic approval by the Highway Commission so the project can be placed on the December 14, 1967 bid letting. The project will be presented to the Highway Commission for formal approval at the December 12, 1967 meeting.

The structure will be 32' in width and of prestressed concrete with slab deck and no sidewalks. County is to construct approaches and connections and remove the existing facility (two 72" pipes). The detour presently being used will be continued for the duration of the project and will be maintained by County. State has made the survey and vicinity map, and also the foundation tests. No additional right-of-way will be required.

HIWAY COMMISSION
APPROVED ON
DEC 12 1967

67-h
11/13/67

RECEIVED
NOV 28 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

11-11-67

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 853

Project Name Squaw Creek (Three Creeks Lake Road) Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Bend, Oregon, this 11 day of November, 1967.

Deschutes County

D. L. Penhollow
Judge

G. W. McCann
Commissioner

Dorothy A. Smead
Commissioner

Copy to:- Ivan Merchant
[illegible]
Dwane [illegible]

(11/29/66)

35

NOTED
MAINOR C. HOLMES

NOTED
[illegible]

(12-7-66 150)

BRIDGE PROJECT REQUESTED BY DESCHUTES COUNTY Date 10-30-67

Is this to be a County project? __Yes __No
Is this to be an FAS-C project? [✓ Yes] __No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name THREE CREEKS ROAD

FAS Number 853

2. Name of river or stream SQUAW CREEK

3. Name of bridge THREE CREEKS

4. Location (Please attach map with location marked):

Section 9 Township 15S Range 10 E W.M.

5. Desired width of bridge (Width of traveled way on FAS structures shall be 32' unless specified otherwise by County): 32'

6. Are sidewalks desired? __Yes [✓ No]

7. Width of sidewalks ____________

8. Is sidewalk desired on upstream side of bridge? __Yes __No

9. Is sidewalk desired on downstream side of bridge? __Yes __No

10. Does County wish a particular type of bridge design? [✓ Yes] __No

If "Yes," explain type desired: MOST ECONOMICAL CONCRETE STRUCTURE (PRE STRESSED DECK SLABS PRECAST)

11. Will County furnish any materials for bridge? __Yes [✓ No]

Explain: ____________

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? [✓ Yes] __No

13. Will County run survey and furnish vicinity map? __Yes [✓ No]

14. Will County furnish foundation data? __Yes [✓ No]

(ccr-61-a, Rev. 1966)

*15. Does County wish State Highway Department to make foundation tests at County expense? [✓ Yes] __No

16. Can road be closed during construction? [✓ Yes] __No

17. Will detour be required? [✓ Yes] __No

18. Will detour be constructed and maintained by County? [✓ Yes] __No

19. Will detour be constructed and maintained by contractor? __Yes __No

20. Will County construct approaches or connections? [✓ Yes] __No

21. Will contractor construct approaches or connections under contract? __Yes [✓ No]

22. State width of traveled roadway: 20 Width of shoulders: 2

23. Will additional right-of-way be required? __Yes [✓ No]
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution ____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? __Yes [✓ No]

26. Will old bridge remain in place? __Yes [✓ No]

27. Will old bridge be removed by contractor? __Yes [✓ No]

28. Will old bridge be removed by County? [✓ Yes] __No

29. Does County wish old bridge salvaged for future use? [✓ Yes] __No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

[✓ Yes] __No

31. Does County wish State Highway Department to advertise and accept bids?

[✓ Yes] __No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? __Yes [✓ No]

33. Does County wish complete job of illumination in project? __Yes [✓ No]

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes [✓ No] Size_________

(b) Sanitary sewer mains: ___Yes [✓ No] Size_________

(c) Storm sewer: ___Yes [✓ No] Size_________

(d) Gas mains: ___Yes [✓ No] Size_________

(e) Power lines: ___Yes [✓ No]

(f) Telephone lines: ___Yes [✓ No]

(g) Other utilities? NONE

35. What is desired date for letting? DECEMBER 1967

Remarks PRESENT STRUCTURE CONSISTS OF (2) 72" CMP'S. DESCHUTES COUNTY WISHS TO HAVE THESE SALVAGED FOR USE IN THE FUTURE.

By D. L. Penhollow
County Judge or Comm. Chairman

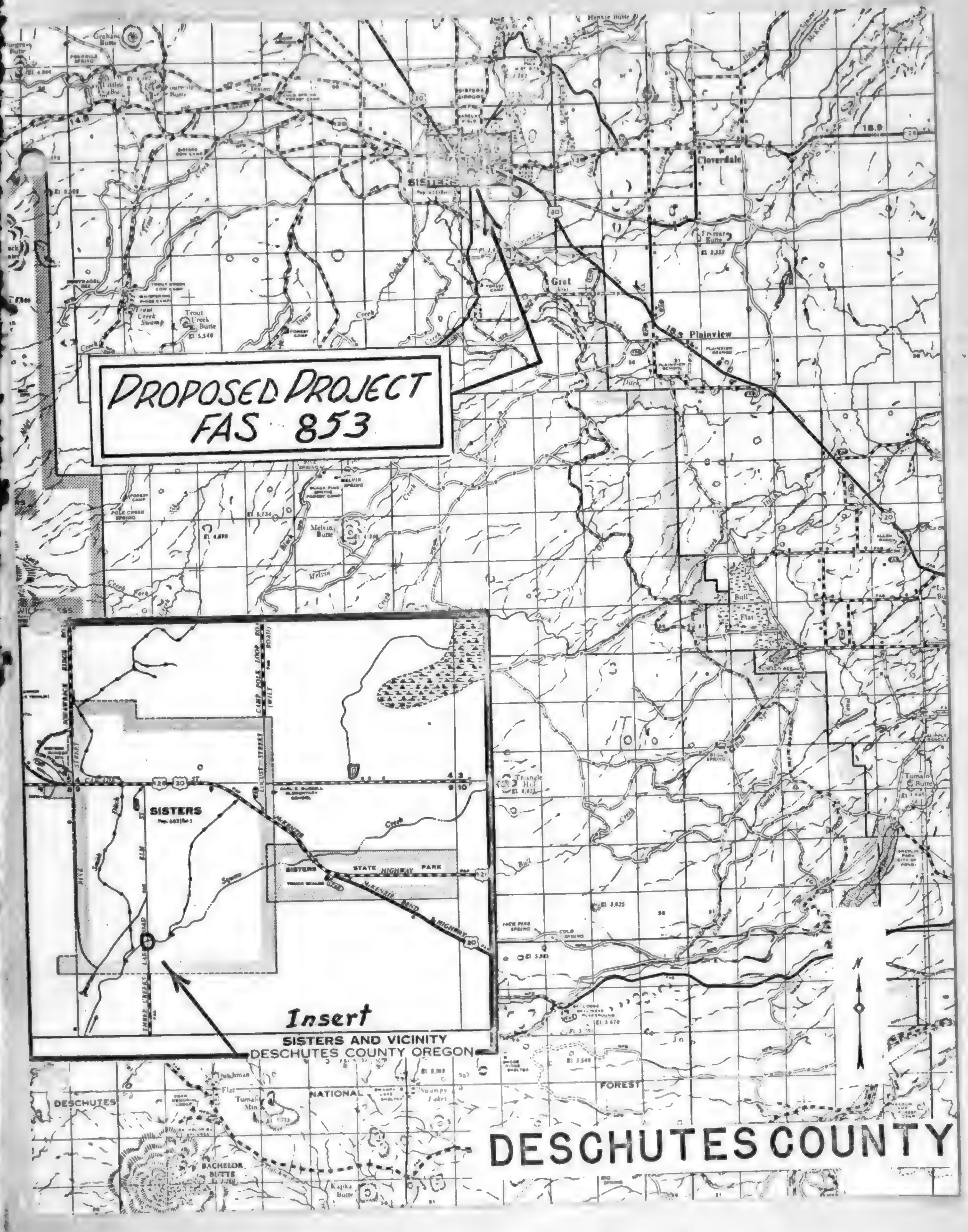
By G. W. McCann
County Commissioner

By Dorothy A. Smead
County Commissioner

By_________________
County Engineer or Roadmaster

COUNTY_________________

Date_________________

PROPOSED PROJECT
FAS 853
Insert
SISTERS AND VICINITY
DESCHUTES COUNTY OREGON
DESCHUTES COUNTY
SISTERS
Cloverdale
Plainview
Grat
Trout Creek Swamp
Trout Creek Butte
Melvin Butte
Triangle Hill
Tumalo Butte
Bull Flat
Graham Butte
Henkle Butte
Tumalo Mtn
Bachelor Butte
Kapka Butte
Dutchman Flat
DESCHUTES
NATIONAL
FOREST
STATE HIGHWAY PARK
McKENZIE BEND HIGHWAY
N

RECEIVED
AUG 3 1967

FORM 2-90X—50M—1-66 SP*19102-734

FOR FILING
S-377(2)

7167

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1967

SUBJECT: Squaw Creek Bridge #806A
McKenzie Hwy. #15 - M.P. 93.00

To:

Mr. J. F. Putnam
Division Engineer
Bend, Oregon

Attention: Mr. O. E. Jackmond
Assistant Division Engineer

Attached are Estimate Sheet and two copies each of Drawings #23192, 93, 94, and 95 for replacing and widening the three 19-foot F.T. spans over Squaw Creek at Sisters with a 57-foot Prestressed Channel Beam span and 49-foot 5-inch H.C. roadway.

Estimated cost for its reconstruction by the Bridge Division for contracting is $61,000.00.

Estimated costs for replacing by State Forces is $48,804.00. Due to the amount of funds required, it is recommended that this project be scheduled for contracting.

E. S. Hunter
Maintenance Engineer

By ORIGINAL SIGNED BY H. W. HUGHLETT

H. W. Hughlett
State Bridge Superintendent

NOTED
TOM EDWARDS

HWH:aj

Attachments

cc: Tom Edwards

RECEIVED
JUL 31 1967
OFFICE
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name *Squaw Creek* County *Desch* Bridge No. *806A*
Section and Station *M.P. 93* Highway *McKenzie*
Estimate Made By ______ Date *7-7-67* Checked By *W T* Date *7/24/67*
Description

Estimate From (Strike out the ones which do not apply) ~~No plans~~ ~~Sketch~~ Completed plans; Drawing No. *23192-5*

Calculation Book No. *1090* Loading *HS 20-44*

ITEMS	UNIT	QUANTITIES Substruct.	Superstruc	Total	COST Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	
Structural Excavation	Cu. Yd.	326	-	326	8⁰⁰	2608
Excavation Below Elevation Shown	Cu. Yd.		-			
Untreated Timber Piling	Lin. Ft.		-			
Treated Timber Piling	Lin. Ft.		-			
Steel Piling	Lin. Ft.		-			
Prestr. Conc. Piling	Lin. Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu. Yd.	111	5	116	90⁰⁰	10440
Concrete	Cu. Yd.		-			
Metal Reinforcement	lbs.	12400	500	12900	0.17	2193
Lumber	F.B.M.					
Structural Steel	lbs.					
Structural Steel	lbs.					23800
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type 53" Prestr. Conc. Beams *Ext. Girder*	Each	-	2	2	2000⁰⁰	4000
Type 53" Prestr. Conc. Beams *Int. Girder*	Each	-	11	11	1800⁰⁰	19800
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail # *22701*	Lin. Ft.	-	109	109	19⁰⁰	2071
Metal Parapet Rail #	Lin. Ft.	-				
Remove Old Bridge	*All*	-	-	-	*All*	3500
Maintenance of Traffic	*All*	-	-	-	*All*	6000
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 52 61

Plus *20* Per Cent For Engineering & Contingencies 10 12

TOTAL COST $ 63 734

13-1602 Eagan Avenue-Broadway Avenue 1967
(Burns) Sec. of the Central Ore.
#7:08 Hwy. (Traffic Signal Install.)

CWA 3389

RECEIVED
AUG 13 1968
FOR FILING

13-1602
7108

C

August 12, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $18.83 will be made to Steeck Electric Company for traffic signal installation on Hagan Avenue-Broadway Avenue (Burns) Section of the Central Oregon Highway in Harney County, as soon as the warrant is prepared.

The total amount paid on this contract will be $14,268.83, including the post-final payment. Of the total, $18.83 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

C. H. Maison
Attn: John Herr

RECEIVED
JUL 5 - 1968
FOR FILING

13-1602

1118

July 5, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7108 awarded to Steeck Electric Company for traffic signal installation on Hagen and Broadway Avenues in the city of Burns on the Central Oregon Highway in Harney County was completed on May 10, 1968, and accepted by the Highway Commission on July 3, 1968.

Final payment in the amount of $712.50 will be released to the contractor after July 12, 1968. The total contract amount is $14,250.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 3 - 1968
FOR FILING

13-1602

7114

July 3, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed May 10, 1968, on Contract No. 7108. The contract was with Steeck Electric Company and was for a traffic signal installation on the Hagan Avenue-Broadway Avenue Section of the Central Oregon Highway in the city of Burns in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 3, 1968, and that you concur in this procedure at the Commission meeting on July 9.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
I. D. Merchant
L. H. Young
A. F. Parson

srb fn

13-16

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Eagan Ave.-Broadway Ave. (Burns)	WEEK ENDING: June 8, 1968
		SECTION PREFIX 13-1602
	HIGHWAY Central Oregon	COUNTY Harney
NAME OF JOB Eagan Ave.-Broadway Ave. (Burns)	KIND OF WORK Traffic Signal Installation	
CONTRACTOR Steeck Electric Co.	CONTRACT NUMBER 7108	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT January 3, 1968	DATE WORK STARTED March 20, 1968	ESTIMATED COMPLETION DATE May 10, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION	SPECIFIED CALENDAR DAYS 190	CALENDAR DAYS USED 117
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 62
PROJECT AUTHORIZATION: $ 16,316.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 14,891.25	ENGINEERING AUTHORIZATION $ 1,425.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,630.00	ENGINEERING COST TO DATE $ 1,780.00	DATE PROJECT WAS COMPLETED: 5/10/68
ESTIMATED PERCENT: OVERRUN ~~XXXXXX~~ 4.5%	PERCENT OF AUTHORIZATION 125 %	Semi-final submitted 6/3/68.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Traffic Signals	

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~XXXXXXXX~~	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED				Lump Sum	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				Lump Sum	
TOTAL QUANTITIES CORRECTED TO DATE				100 %	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Showers			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
M
Bond B
W
E

RECEIVED

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate sent to Division office Monday of this week.

P. F. Burnett in Burns Wednesday of this week. Burns Chief of Police informed him that when traffic signals at intersection of Monroe and Eagan Street go into flashing cycle, amber caution light on Monroe doesn't always come on.

This will be final weekly report submitted on this project.

SIGNED for P. F. Burnett, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HERMISTON
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
JAN 12 1968
FOR FILING

13-1602
7108

January 11, 1968

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7108 for traffic signal installation on Egan Avenue at Broadway Avenue in Burns on the Central Oregon Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
FEB 19 1968
FO[illegible]

13-1662

7104

January 3, 1968

Bid Recd 14

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on December 21, 1967, accepted your proposal for traffic signal installation on Eagan Avenue at Broadway Avenue in Burns on the Central Oregon Highway in Harney County for the sum of $14,250.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Burns is received and the sum of $6,015.00 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7108. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
A. F. Parson
P. F. Burnett
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
OCT [illegible] 1967

SP*23657-724

13-1602

710 P

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 27, 1967

To: MEMO TO THE FILE

SUBJECT: Proposed Signal Installation
and Improvements
Monroe and Egan Streets
City of Burns

This is to document for the file that a meeting was held with Mr. Ray James, City Recorder of Burns, and with the Mayor to review and discuss the proposed signal installation plans and the proposed widening and curbing plans at Monroe and Egan.

The City was agreeable with the proposed plans and approved them as shown to them. It was explained to the city officials that the bids for the project would be opened at the December bid opening and that with the long delays being experienced in the delivery of traffic signal equipment, it would probably be late spring before the installation was completed and operating. They were also advised that the small amount of widening and curb installation would be made at the State's expense.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: Tom Edwards
A. F. Parson

RECEIVED
OCT 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
OCT 6 - 1967
FOR FILING

13-1602

7108

October 6, 1967

Mr. Ray James
City Recorder
City Hall
Burns, Oregon 97720

Dear Mr. James:

Your recent letter inquired as to the status of the traffic signal project involving intersections of Monroe and Egan and Monroe and Broadway.

The intersection of Monroe and Egan is, we find, somewhat off center of the true property lines and we have prepared a design to correct this. The plan which we have developed entails some pavement widening and reconstruction in the intersection in order to provide proper locations for placement of the signal poles and signal indications.

Pending approval by the City of these plans, we would hope to place the contract on the December bid opening, which would result in a final installation occurring some time in April of 1968.

Mr. George of our Traffic Engineering Division will be in the Burns area on Tuesday, October 17, to meet with you and other representatives of the City to review our current plans. Will you please advise this office as soon as possible if the October 17 meeting date is satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

LEG:mk/TE:ja

City of Burns

The Heart of the Big Country

BURNS, OREGON 97720

.6126
SEP 29 67

RAYMOND VOEGTLY
Mayor

DALE WHITE
ORVILLE CORBETT
C. R. BENNETT
HOMER MORRISON
JACK McALLISTER
DAN JORDAN
Councilmen

September 28, 1967

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

Forrest Cooper
State Highway Engineer
Salem, Oregon 97310.

Dear Mr. Cooper:

The Burns City Council has instructed me to find out the date when the traffic lights are to be installed at Monroe and Egan and Monroe and Broadway in Burns.

It is our understanding that the Contract and all matters pertaining to it are completed, your engineer has surveyed and okeyed the project. According to your letter of May 4th this small project had to be put on another program and we are concerned as to when this will be completed.

Your early reply will be appreciated.

Very truly yours,

Ray James

Ray James
Recorder

RJ/ne

RECEIVED
OCT 2 - 1967
TRAFFIC ENGINEERING

Bud George
RO

RECEIVED
SEP 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1967
FOR FILING

13-1602

7108

Agenda
4CC

August 3, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3389

City of Burns
City Hall
Burns, Oregon 97720

Attention: Mrs. Ora Ferris
City Recorder

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals at the intersection of Monroe Street with Egan Avenue and Broadway Avenue in Harney County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
JUL 12 1967
FOR FILING

13-1602

7108

July 11, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Burns for the installation of traffic signals at the intersection of Monroe Street (US20) with Egan Avenue and Broadway Avenue in that city.

This agreement provides that the State shall do the work, with the City agreeing to pay one-half the cost, maintain the installation and pay for electrical energy. The total estimated cost of this installation is $17,000, State's share to be taken from Minor Betterment Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
H. S. Cox
C. H. Maison
A. F. Parson

VPJ:nc fn

RECEIVED
MAY 5 - 1967
FOR FILING

13-1662

7118

May 4, 1967

Mr. Robert A. Speer
City Recorder
City Hall
Burns, Oregon

Dear Mr. Speer:

In response to a request by the City of Burns, we have made an investigation concerning the need for traffic signals at various intersections within the city on US20.

Our analysis of traffic conditions indicates that traffic signals are warranted at the intersections of Monroe Street and Egan Avenue, Monroe Street and Broadway Avenue, and Washington Street and Broadway Avenue. The estimated cost for the three signal installations is $25,000. It would be necessary that the City pay one-half the cost of the initial installations and that the City assume the future maintenance and power costs.

The signals proposed at the three locations would be of the pretimed type, interconnected electrically into a system such that traffic on US20 would progress through the three intersections without stopping.

The traffic signal investigation was delayed because of the need for study of possible curbing and delineation of Monroe Street in the vicinity of Egan Avenue. To provide the safest and best traffic operation through this signal system, it would be most desirable to provide this curbing and delineation.

This work would have to be accomplished through a small cooperative construction project on a 75 percent State, 25 percent City cost basis. There are no funds available at the moment to do this work and it would, therefore, be necessary to schedule this small project on a program in the near future.

Representatives from our County-City office will be contacting you in the near future to work out details concerning this portion of the work. In the meantime, it will be possible to proceed with the traffic signal project after the City has indicated its desires in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
A. F. Parson

LEG:mk ja

18-1606 Shasta Way-South Sixth St. 1967
Sec. of the Kla. Falls-Malin
#7109 Hwy. (Traffic Signals)

C4A 3342

RECEIVED
NOV 25 1969

FORM E-30-X (12-67)
FOR FILING
18-1606
7109

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1969

To: V. E. Skoog
Controller
BUILDING

SUBJECT: Traffic Signal Installation
Eastside Bypass and Shasta Way
Klamath Falls

Attention: Paul L. Hatcher

It is understood that the final accounting is being performed for the traffic signal installation at the Eastside Bypass and Shasta Way in Klamath Falls.

The County agreed to pay one-half the contract cost of this installation or $15,558.52. Subsequent to the contract, the State revised the installation such that about $20,000 additional cost was incurred. The County should not be asked to participate in any additional amount over and above the original contract cost where these additional amounts were occasioned by the State's revision of the installation.

L. E. George
Assistant Traffic Engineer

LEG:mk:ji

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
NOV 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1969

FOR FILING

18-1606

7109

July 25, 1969

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $702.70 will be made to Steeck Electric Company on Contract No. 7109 for traffic signal installation on Shasta Way-S. Sixth Street of the Klamath Falls-Malin Highway in Klamath County, as soon as the warrant is prepared.

The total amount paid on this contract will be $38,496.90, including the post-final payment. Of the total, $702.70 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

cc Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

bcc J. F. Putnam
V. E. Skoog
Attn: John Herr

RECEIVED
JUL 7 - 1969
FOR FILING

18-1606
7109

July 3, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed April 14, 1969, on Contract No. 7109. The contract was with Steech Electric Company and was for traffic signal installation at the Shasta Way-South Sixth Street intersection on the Klamath Falls-Malin Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the July 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
J. F. Putnam

srb sr

RECEIVED
JUL 7 - 1969
FOR FILING

18 - 1606

7109

July 3, 1969

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7109 awarded to Steeck Electric Co. for traffic signal installation on the Shasta Way-South Sixth Street Section of the Klamath Falls-Malin Highway in Klamath County was completed on April 14, 1969, and accepted by the Highway Commission on July 3, 1969.

Final payment in the amount of $1,832.10 will be released to the contractor after July 11, 1969. The total contract amount is $37,794.20 and no work was performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

J. F. Putnam
Frank Morgan
V. E. Skoog
Attn: John Herr

NOTED ON CARD
7-3-69
CR

18-1606
7109

FORM 6-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Traffic Signal Installation Shasta Way-South Sixth St. Section.

WEEK ENDING: June 14, 1969

SECTION PREFIX: 18-1606

HIGHWAY: Klamath Falls-Malin

COUNTY: Klamath

NAME OF JOB: Traffic Signal Installation Shasta Way-South Sixth St. Section

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Steeck Electric Co.

CONTRACT NUMBER: 7109

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: January 9, 1968

DATE WORK STARTED: March 26, 1968

ESTIMATED COMPLETION DATE: April 14, 1969

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 210

CALENDAR DAYS USED 345

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 164.3

PROJECT AUTHORIZATION: $ 43,213.87

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0

EXCLUSIVE OF ENGINEERING: $ 39,996.27

ENGINEERING AUTHORIZATION: $ 3,217.60

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.0

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 39,545.46

ENGINEERING COST TO DATE: $ 3,910.64

DATE PROJECT WAS COMPLETED: April 14, 1969

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.12 %

PERCENT OF AUTHORIZATION: 121.5 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	No		Contract completed
MONDAY	Rain	No		" "
TUESDAY	Rain	No		" "
WEDNESDAY	Partly Cloudy	No		" "
THURSDAY	Clear	No		" "
FRIDAY	Partly Cloudy	No		" "
SATURDAY		No		" "

Routing
Decker
Walker

RECEIVED
JUN 1[illegible] 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6/8/69	Contract completed
MONDAY 6/9/69	" "
TUESDAY 6/10/69	" "
WEDNESDAY 6/11/69	" "
THURSDAY 6/12/69	" "
FRIDAY 6/13/69	" "
SATURDAY 6/14/69	" "

REMARKS

Contract completed April 14, 1969.
Final inspection was made on May 8, 1969.
Semi-final was submitted on June 11, 1969.

SIGNED LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 26 1969
FOR FILING

18-1606
7109

#3

May 29, 1969

Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

The State Highway Commission at its meeting on May 28, 1969, considered your request for 127 additional calendar days on Contract No. 7109 for traffic signals on Shasta Way at South Sixth Street in Klamath Falls.

The Commission granted you a 135-day extension, to the date of completion, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj
cc F. D. Morgan
I. D. Merchant
V. E. Skoog
J. F. Putnam
Norman Krehbiel

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7109 Contractor Steeck Electric Co.

Highway Klamath Falls-Malin

Section Shasta Way-South Sixth Street

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Grant 135 day extension without assessment of liquidated damages because of plan changes.

Recommended for Approval:

J F Putman
Division Engineer

Ivan D Merchant
~~Construction Engineer or~~
Bridge Engineer

Tom Edwards
Asst
State Highway Engineer

Contract No. 7109

Project designation State
State-Federal

Date awarded January 9, 1968

Work started March 26, 1968

Per cent completed 100%
Date

No. of Workdays Allowed 210 calendar days

No. of Workdays Used 345 calendar days

No. of Added Workdays Requested 135

E—330 (Rev.)—5M—10-67

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 15 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSIO

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 21, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 210 days to 337 days, within which to complete our Contract No. 7109, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(Please see attached sheet for conditions causing delay.)

Respectfully submitted,

STEECK ELECTRIC CO.
Contractor

By Herman Steck

CONSENT OF SURETY

Date *March 24,* 19*69*

We, *UNITED PACIFIC INSURANCE COMPANY*

P. O. Box 1788, Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frank Vevera
Frank Vevera Attorney-in-fact

(SEAL)

Resident Agent

STEECK ELECTRIC CO. *Public, Commercial and Industrial Contracting*

TELEPHONE 503 779-2772
1046 COURT STREET • P.O. BOX 1243 • MEDFORD, OREGON 97501

March 21, 1969

Sheet attachment to:

CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS TO COMPLETE CONSTRUCTION CONTRACT

Re: Contract #7109 - Traffic Signal Installation
Shasta Way- South Sixth St., Section
Klamath Falls, Malin Highway, Oregon

The conditions or causes which actually prevented the prosectuion of the work on dates specified are as follows:

This project was awarded to us on January 9, 1968, however, before we had completed the contract, the State Highway Dept. decided that the original plan was not acceptable and needed modifications and revisions in order to meet their requirements at this intersection. The State Highway Dept. requested that we prepare a proposal for these modifications and sent us Drwg. #2185 and #2186 with the revisions of Specifications on August 25, 1968. On September 21, we submitted our proposal for these modifications requesting an extension of time to the contract in the amount of 60 days, after receipt of the approved shop drawings for the revisions, for the completion of the contract; on October 7, the State Highway Dept. forwarded a price agreement to us, accepting our proposal.

On October 24, 1968, despite the fact that the approved shop drawings had not been returned to us (these arriving on December 13, 1968), the calendar day count began and the excess days count has continued until January 25, with a short shut-down, and then started again February 2, until the project was given a shut down order effective March 11, 1969 at 5:00 p.m. No provision has been made for the work which the State Highway Dept. requested us to do which was not in the original contract. In addition to the 60 days extension of time requested on our proposal for an extension of time to complete the extra work, we have asked for an additional 50 days because the shop drawings for poles were not returned until December 13; and 17 days because of the delay in arrival of the poles for the job and for the return of the signal heads which were removed from the job by the State Highway Dept. when we were in need of them.

We submit a copy of our proposal with the 60 day request, plus copies of our requests for the additional 67 days. These delays all have been caused by circumstances beyond our control.

We respectively submit these reasons when we ask that you review the 120 excess calendar days assessed us on this project. We feel that in view of the fact that additional work was required with no provision of time granted us to date; the fact that our suppliers delayed us, all these things have been beyond our control and we ask that our requests for extensions of time be granted.

Respectfully submitted,
STEECK ELECTRIC CO.
Herman Steeck
HERMAN STEECK,
Owner

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 1 [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

HS:ds - encl.

UNITED PACIFIC INSURANCE COMPANY
A MEMBER OF UNITED PACIFIC INSURANCE GROUP
HOME OFFICE: TACOMA, WASHINGTON 98401
FIDELITY AND SURETY DEPARTMENT

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That the UNITED PACIFIC INSURANCE COMPANY, a corporation of the State of Washington, having its principal offices in the city of Tacoma, Washington, pursuant to authority granted by By-Law No. 37-A of its By-Laws, which reads as follows:

"The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President of this Corporation, shall have authority to appoint in writing such attorneys-in-fact as the business of the Company may require, and to authorize such attorneys-in-fact, and each of them, to execute on behalf of the Company, any bonds, recognizances, stipulations, contracts of indemnity and other undertakings of like character, or to exercise any lesser number of said powers as hereinbefore set forth.

"Said appointments shall be attested by the Secretary or an Assistant Secretary of this Corporation under its seal. The signature of the Secretary or any Assistant Secretary to certified copies of such powers of attorney may be original or facsimile, and when the corporate seal is affixed thereto, any third party may rely on said certified copies of powers of attorney as the act and deed of this Corporation. The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President may revoke any appointment made pursuant hereto, and revoke any and all authority conferred by any such appointment."

does hereby nominate, constitute and appoint FRANK VEVERA of MEDFORD, OREGON

its true and lawful Attorney-in-Fact, to make, execute, seal and deliver for and on its behalf, as surety, and as its act and deed,

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP.

The execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Tacoma, Washington, in their own proper persons.

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its ________ Vice-President and its corporate seal to be hereto affixed, duly attested by its Assistant Secretary, this 18th day of December, 19 63.

UNITED PACIFIC INSURANCE COMPANY

Attest: s/ GERRY L. WHITE
Assistant Secretary

By s/ MORRIS E. BROWN (SEAL)
Vice-President

STATE OF WASHINGTON } ss.
County of PIERCE }

On this 18th day of December, 19 63, personally appeared MORRIS E. BROWN and GERRY L. WHITE, to me known to be the ________ Vice-President and Assistant Secretary, respectively, of UNITED PACIFIC INSURANCE COMPANY, and acknowledged that they executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that By-Law No. 37-A, set forth therein, is still in full force.

Witness my hand and seal hereto affixed the day and year first above written.

My Commission Expires October 12, 1969.

s/ IRENE C. KRIER
Notary Public in and for the State of Washington
Residing at Tacoma

STATE OF WASHINGTON } ss.
County of PIERCE }

I, GERRY L. WHITE Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the foregoing instrument is a true copy of a Power of Attorney duly and regularly issued by said Company, and that the same is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company at the City of TACOMA this *24th* day of *March*, 19 *69*

Gerry L. White (SEAL)
Assistant Secretary

B-1027A General — Power of Attorney Rev. 11-66

RECEIVED
MAY 22 1969
FOR FILING

18-1606
7109

May 21, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 1
May 28, 1969 meeting

Gentlemen:

Stoeck Electric Company, contractor for the construction of traffic signals on Shasta Way at South Sixth Street in Klamath Falls on the Klamath Falls-Malin Highway, Klamath County, Contract 7109, has requested that he be granted 127 additional calendar days to complete the contract work without assessment of liquidated damages. The contractor cites extra time involved in arranging for and delivery of materials involved in plan changes made after the award of the contract as his reason for failure to complete the work on time.

The contract allotted 210 calendar days to complete the work. Three-hundred and forty-five days were charged through to completion. This is an overrun of 135 days.

Late in the contract period the plans for the installation were changed from mast-arm type of suspension for signal heads to span wire suspension. The additional time (135 days) was required to handle all of the details incidental to manufacture and delivery of the materials in the installation as revised.

The contractor requests an extension of 127 days. Conditions beyond his control actually delayed him a total of 135 days.

I recommend the contractor be granted a 133-day extension without assessment of liquidated damages. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the May 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
V. E. Skoog
J. F. Putnam

CAG:jf sr

C

RECEIVED
MAR 31 1969

FOR FILING

18-1606
7109

March 31, 1969

7320

Mr. Herman Steeck
Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

Dear Mr. Steeck:

I have your letter of March 11 concerning an extension of time for the contract and liquidated damages withheld from your progress estimates on Contract No. 7109, Shasta Way-South Sixth Street (Klamath Falls) Section of the Klamath Falls-Malin Highway.

I am aware of the delay in completion of the work and some of the conditions contributing to this delay. The Department cannot consider your letter of March 11 and accompanying letters as a request for an extension. Such a request must be presented on properly executed forms accompanying this letter.

The existing "stop work" order will be rescinded as soon as weather conditions permit completion of the minor work items remaining. I suggest you get together with the job resident engineer and determine a date as to when the work can be completed, and then present a request for an extension of time to cover this date. Such a request with all of the conditions relating thereto will be presented to the Highway Commission for consideration at the earliest practicable date.

Release of liquidated damages withheld from your current progress estimates will be contingent on the Commission's action on your request for extension.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
J. F. Putnam (enc.)
H. D. Krehbiel (enc.)

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
TOM EDWARDS

ORIGINAL SIGNED
TOM EDWARDS

By ja

Tom Edwards
Assistant State Highway Engineer

Enc.

CAG:jf ja

STEECK ELECTRIC CO.
Public, Commercial and Industrial Contracting
TELEPHONE 503 779-2772
1046 COURT STREET • P.O. BOX 1243 • MEDFORD, OREGON 97501

.0553

March 11, 1969

Edwards

Oregon State Highway Dept.
Office of the Commissioner
Salem, Oregon

Attention: Mr. Glen Jackson

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 14 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Re: Traffic Signal Installation
Shasta Way-South Sixth St.,
Klamath Falls - Malin Highway
Contract #7109

Gentlemen:

We are writing in regards to the above project. We were awarded this Contract in December of 1967, however, after almost completing the project, the State Highway Dept. decided that the original plan was not acceptable and needed modifications and revisions in order to meet the requirements at this intersection. The Highway Dept. requested that we prepare a proposal for these modifications and submitted Drawings #2185 and 2186 with revisions of specifications dated August 25, 1968. On September 21, 1968 we submitted our proposal for these modifications requesting an extension of time of 60 days after receipt of shop drawing approvals. The Oregon State Highway Dept. forwarded a price agreement to us on October 7, accepting our proposal. The shop drawings were returned to us by the State on December 13, 1968.

On November 2, 1968, despite the fact that the proposal had been accepted for modifications, the excess calendar day count began and has continued; amounting to over $6,000.00 until this project was shut down and the calendar day count stopped. We have protested in writing each week this excess amount charged against us and we have even submitted a letter (a copy of which is enclosed) asking that the 60 day extension of time noted on the proposal be extended another 12 days due to delay of arrival of poles and because the Highway Dept. removed signal heads from the project when we were in need of them.

We ask that you review this project since we feel that the excess calendar day count has been unfair. We feel that the State Highway Dept. should have taken into consideration this time which was needed for the modifications they initiated. They have conducted this contract just as if this had not occurred and we feel that the withholding of the money from our estimates has been unfair and the $4,490.00 which was withheld from the Estimate of February 5 is overdue and should be sent to us. The withholding of this payment has caused a hardship and if it is not forthcoming will be subject to 8% interest. The Final Estimate on this project should also take into consideration this improper withholding of liquidated damages. With the extension of time we

Ivan
Kidwell

have requested, liquidated damages should not have been assessed until February 24, 1969.

We ask that you give your early attention to this matter.

Very truly yours,
STEECK ELECTRIC CO.

Herman Steeck

HERMAN STEECK,
Owner

HS:ds

cc: Copy of September 21, 1968 proposal
Copy of request for extension of time, Feb. 12, 1969

RECEIVED
MAR 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

February 12, [illegible]

Oregon State Highway Dept.
[illegible] Laurel St.
Klamath Falls, Oregon

Re: Contract #7109

Attention: Mr. Norman Krebbiel

Gentlemen:

We request at this time a one week extension of time to the former request for [illegible] days due to the delay in receipt of the shop drawings for the poles. This additional week is asked due to the delay in arrival of the poles. We have been assured that they will arrive within this week.

We also respectively request an extension of time of [illegible] days because the Highway Department removed our signal heads from Klamath Falls and we are in need of them.

Since these two requests for extension of time are caused by circumstances beyond our control we will appreciate the time being granted.

Very truly yours,
STEECK ELECTRIC CO.

HERMAN STEECK,
Owner

HS:ds

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 14 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Proposal

PAGE NO.
OF
PAGES

PROPOSAL SUBMITTED TO:	PHONE
	DATE September [illegible]
NAME Oregon State Highway Dept.	JOB NAME Shasta way & S. Sixth Street T.S.
STREET 1722 Laurel Street	STREET Contract #7129
CITY Klamath Falls, Oregon	CITY Klamath Falls, STATE Oregon
STATE	ARCHITECT DATE OF PLANS

Attn: Norman Krehbiel

We hereby submit specifications and estimates for: Modification of Traffic Signal project above as per Drawings #2185 and 2186 and Revisions of Specifications dated August [illegible], 1968

Please refer to attached copies for breakdown of the

Proposed amount of: $ 10,376.83

NOTE: EXTENSION OF TIME REQUIRED - 60 days after shop drawings approval.

We hereby propose to furnish labor and materials — complete in accordance with the above specifications, for the sum of:

Ten Thousand three hundred seventy six & 83/00 dollars ($ 10,376.83) with payment to be made as follows:

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs, will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

/s/ Norman Stasek

Authorized Signature Owner

NOTE: This proposal may be withdrawn by us if not accepted within days.

Acceptance of Proposal

The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Date of Acceptance: Signature

Date Signature

December 18, 1968

Oregon State Highway Dept.
1722 Laurel St.
Klamath Falls, Oregon 97601

Re: Contract #7109

Attention Mr. Herman Krehbiel

Gentlemen:

We wish to advise that we received the approved shop drawings for this project on December 12, 1968.

At this time we wish to ask for the extension of time which our proposal stated would be necessary after receipt of the approved shop drawings. 60 days were asked for so this would extend the date to February 12, 1969.

Very truly yours,

STRECK ELECTRIC CO.

HERMAN STRECK,
Owner

HS:ds

Gen. Files
C

RECEIVED
APR 3 - 1969
FILING

File No 442

FILED
MAR 27 1969
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAR 27 8 33 AM '69
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

18-1606
7109

March 25, 1969

Econolite
A Division of Tamar Electronics, Inc.
8900 Bellanca Avenue
Los Angeles, California 90045

Gentlemen:

This is to acknowledge receipt of your claim letter of March 19, advising us that Steeck Electric Company owes you $9,520.60 for materials. You state this is in reference to the Steeck Electric Company Contract No. 7109, traffic signal installation, Shasta Way-South 6th Street Section, Klamath Falls-Malin Highway in Klamath County.

The United Pacific Insurance Company through Don Stathos Insurance, Mall Building, Medford, Oregon, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

When your claim has been paid, please let us know, so that we can clear our records.

Very truly yours,

NOTED ON CARD
4-2-69
CR

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Don Stathos Insurance
Steeck Electric Company
Commissioners
~~Hon.~~ Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

ECONOLITE
8900 Bellanca Ave., Los Angeles, Calif. 90045
ORegon 8-5163

REGISTERED MAIL
RETURN RECEIPT REQUESTED
March 19, 1969

Oregon State Highway Department
Secretary of State
State Capitol
Salem, Oregon 97310

Subject: Steeck Electric Company
1046 Court Street
Medford, Oregon 97501

Project: Oregon State Highway Department - Shasta Way To South 6th Street
(klamath Falls)

Gentlemen:

We are hereby notifying you, as required by Oregon State law and the policy of our company, that we have not received payment in the amount of $9,520.60, for materials furnished on the above named project.

We ask that this be considered our claim. We, therefore, hold the general contractor and the bonding company responsible for payment.

Very truly yours,

ECONOLITE
A Division of Tamar Electronics, Inc.

Richard Cazis
Richard Cazis
Credit Manager

RC:st

CC: United Pacific Insurance Co.)REGISTERED MAIL
Steeck Electric Company)RETURN RECEIPT REQUESTED

L. Keyser, Seattle

C

RECEIVED
MAR 17 1969

FOR FILING
18-1606
9119

1319

March 17, 1969

Mr. R. Cazis, Credit Manager
Econolite
8900 Bellanca Avenue
Los Angeles, California 90045

Dear Mr. Cazis:

This will acknowledge your letter of March 11 concerning the traffic signal installation on the Shasta Way-South Sixth Street Section in Klamath Falls.

There is enclosed one copy of the performance bond for this contract. There is no charge for this copy.

This contract has not yet been accepted. There are some small items of work such as painting, grouting, etc., which have not been completed. It is anticipated that this will be completed as soon as weather permits.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

VPJ:ji ja

Contract No. 7109

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we

Herman Steeck, an individual, doing business under the firm name and style of Steeck Electric Co. at Medford, (P. O. Box 1243) Oregon 97501

as principal, and *UNITED PACIFIC INSURANCE COMPANY*
Post Office Box 1788, Eugene, Oregon 97401

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of

Twenty-seven Thousand, One Hundred Seventy-six Dollars ($27,176.00)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the State Highway Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State

Industrial Accident Fund and the State Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the State Tax Commission; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its State Highway Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Highway Commission, be obligated for the payment thereof.

Witness our hands this *9th* day of *January*, 19*68*

Steeck Electric Co.
Principal

By Herman Steeck
Owner

By ....

....
Principal

By ....

By ....

United Pacific Insurance Company
Surety

By Don Stathos
Attorney in Fact
Don Stathos

By Frank Vevera
Agent
Frank Vevera

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE
BY F. Thompson

ECONOLITE
8900 Bellanca Ave., Los Angeles, Calif. 90045
ORegon 8-5163

8563

March 11, 1969

Oregon State Highway Department
Department of Public Works
State Capitol
Salem, Oregon

Attention: Traffic Engineer

Project: **Oregon State Highway Department - Shasta Way To South 6th Street (Klamath Falls)**

Gentlemen:

Econolite has or will be supplying materials for the above named project. We would like the following information in order to complete our records.

We understand that for a nominal fee we can obtain a copy of the bond posted. We hereby request a photocopy of the bond, also the acceptance date of the completed job. We will accept the charges involved.

Thank you for your cooperation in this matter.

Very truly yours,

ECONOLITE
A Division of Tamar Electronics, Inc.

R. Cazis

R. Cazis
Credit Manager

RC:st

MAY WE PLEASE HAVE A COPY OF THE BONDS AS SOON AS POSSIBLE. IT WILL BE GREATLY APPRECIATED.

THANK YOU.

Rec'd
R Hall

RECEIVED
MAR 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
NOV 6 - 1968
FOR FILE

18-1606

7109

November 4, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization for the traffic signal installation at South Sixth Street and Shasta Way in Klamath Falls is apparent. This is Contract No. 7109, with Steech Electric Company and is on the Klamath Falls-Malin Highway in Klamath County.

The original authorization was $31,116.32 and it now appears that the final cost will be $43,214.00 or an increase of 40 percent. The principal cause of the overrun is extra work involved in plan changes to bring the entire installation in line with current State and Federal safety standards which were adopted after the award of the contract (span-wire mounting in lieu of mast-arm).

This matter will be on the agenda for your consideration at the November 12 meeting and I recommend that you approve the increase.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
J. F. Putnam

CAG:jf fn

Form E-372 (Rev. 10-66)

C

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Traffic Signal Installation Shasta Way-South Sixth St. Sect. Date October 17, 1968

Highway Klamath Falls-Malin Contract No. 7109

County Klamath Kind of Work Traffic Signal Install. Contractor Steeck Electric Co.

	Authorized	Estimated	
Contract Amount	$ 27,176.00	$ 27,176.00	
Anticipated Items	——	12,268.20	
Contingency (4½%)	1,222.92	552.07	(4½% of $12,268.20)
Engineering	2,717.60	3,217.60	
Credits	——	——	
PROJECT COST	31,116.52	43,213.87	
	NET INCREASE $	$ 12,097.35	

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
U P.A. #1--Revise (7) Breakaway Poles	$ 241.37	$ 241.37
U E.W.O. #1--Move Pole #1	675.00	675.00
U S.F.O. #1--Furnish & Install Direct Burial Cable	475.00	475.00
U S.F.O. #2--Construct fill & Pedestrian Platforms	500.00	500.00
U P.A. #2--Revise Traffic Signal Installation	10,376.83	10,376.83

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 13 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 11-12-68
$12,097.35

Principal reasons for overruns (Continue on reverse side): Overrun principally due to revision of traffic signal installation, which changed original mast arm signal mounting to span wire mounting.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by [illegible]
Resident Engineer

Noted by [illegible]
Asst.
Construction or Bridge Engineer

Confirmed by [illegible]
Division Engineer

Noted by [illegible]
Asst.
Deputy or State Highway Engineer

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
J. E. ROHDE
CHIEF COUNSEL

RECEIVED
JAN 25 1968

18-1666
7109

January 25, 1968

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7109 for traffic signal installation on the Shasta Way-South Sixth Street Section of the Klamath Falls-Malin Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
JAN 16 1968

FOR FILING
18-1606

27109

January 15, 1968

Klamath County Board of Commissioners
County Courthouse
Klamath Falls, Oregon 97601

Gentlemen:

On December 18, I wrote to you concerning the traffic signal project at the intersections of the Eastside Bypass with Shasta Way and with the Klamath Falls-Lakeview Highway in Klamath County.

It was stated that Klamath County had deposited $12,500 for this project. Later it was found that we had no record of receiving this deposit, and discussions with members of your engineering staff reveal that this deposit had not been made.

It is requested that you deposit the $12,500 at this time. Your cooperation in this matter is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
H. S. Cox
J. F. Putnam

VPJ:ji ja

RECEIVED
FEB 19 1968
FOR FILING

18-1606

7109

January 9, 1968

Bid Dec 14

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on December 21, 1967, accepted your proposal for traffic signal installation on Shasta Way-South Sixth Street Section of the Klamath Falls-Malin Highway in Klamath County for the sum of $27,176.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Klamath County is received and the sum of $15,206.00 is deposited by the County.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7109. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 20, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
J. F. Putnam
Norman Krehbiel
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUL 31 1967

FOR FILING

18-1606

7109

Agenda
4r

June 14, 1967

MISC. CONTRACTS and
AGREEMENTS No. 5562

5146

Board of County Commissioners
Klamath County Court
Klamath Falls, Oregon 97601

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the revision of existing traffic signals at the intersection of the Klamath Falls-Lakeview Highway and Summers Lane; and the installation of traffic signals at the intersection of the Klamath Falls-Malin Highway and Shasta Way in Klamath County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
JUN 1 - 1967

18-1606

7109

May 31, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with Klamath County covering the revision of existing traffic signals at the intersection of the Klamath Falls-Lakeview Highway and Summers Lane and the installation of three-phase, fully actuated traffic signals at the intersection of the Klamath Falls-Malin Highway and Shasta Way.

This agreement provides that the State shall do the work of the project with the County to pay one-half the cost, maintain the installations and pay for electrical energy. The total estimated cost of the installations is $25,000, the State's share to be taken from Minor Betterment Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

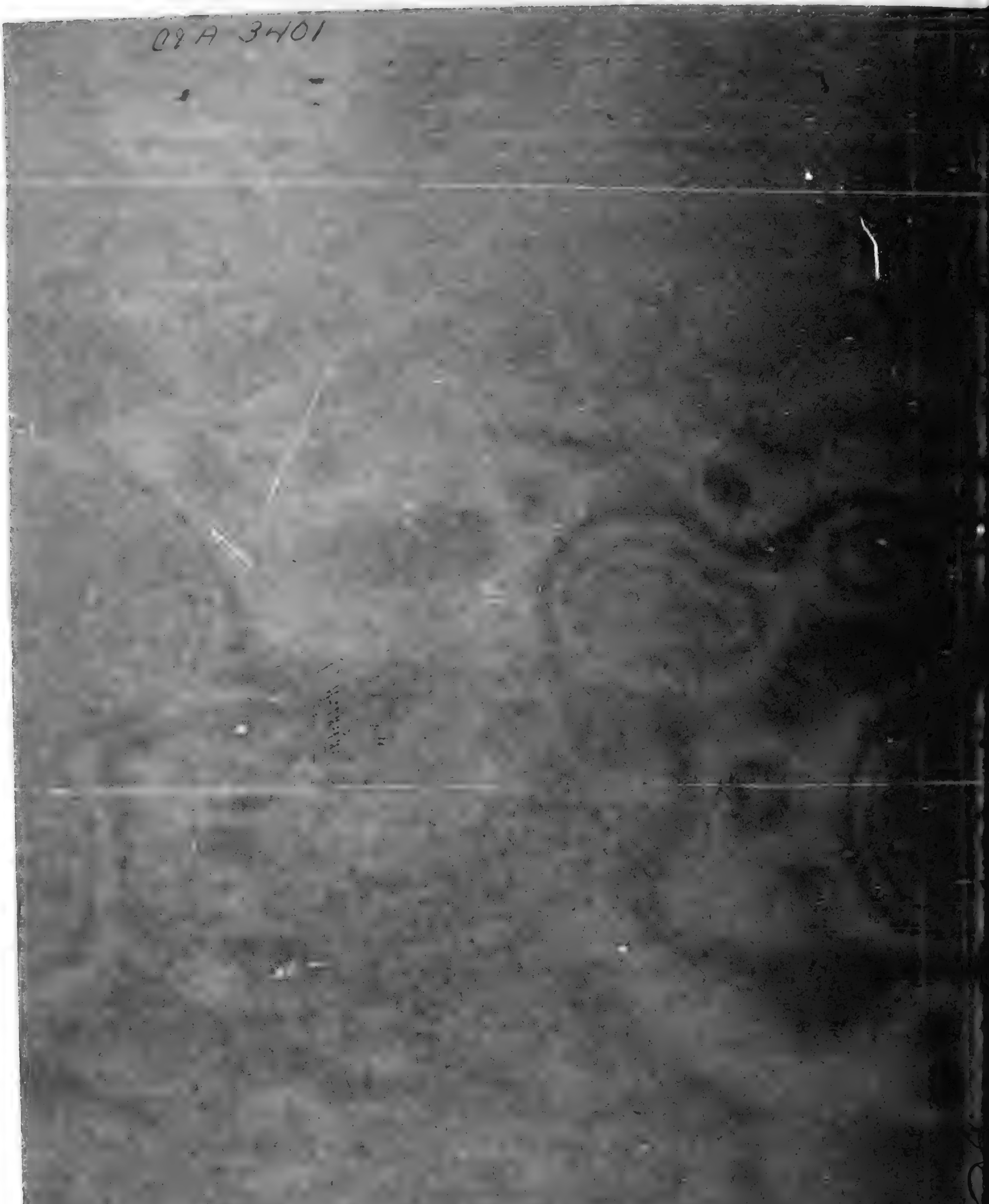
Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
J. F. Putnam
H. S. Cox

LEG:njc srb

123-1604 S.W. 1st St. (Ontario) Sec. 1967
of the Olds Ferry-Ontario Hwy.
#7110 (Traffic Signals)

C&A 3401



RECEIVED
JUL 5 - 1968

FOR FILING

123-1604

7110

July 5, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7110 awarded to Steeck Electric Company for traffic signal installation on S. W. First Street in the city of Ontario on the Olds Ferry-Ontario Highway in Malheur County was completed on May 9, 1968, and accepted by the Highway Commission on July 2, 1968.

Final payment in the amount of $682 will be released to the contractor after July 12, 1968. The total contract amount is $6,200 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Steeck Electric Company
P. O. Box 1243
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 3 1968
FOR FILING

123-1604
7110

July 3, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed May 9, 1968, on Contract No. 7110. The contract was with Steeck Electric Company and was for traffic signal installation on the S. W. First Street Section in the city of Ontario on the Olds Ferry-Ontario Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 2, 1968, and that you concur in this procedure at the Commission meeting on July 9.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
I. D. Merchant
L. H. Young
A. F. Parson

srb fn

123-1[illegible]
7110

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.W. 1st. Street (Ontario)

WEEK ENDING: May 18, 1968

SECTION PREFIX: 123-1604

HIGHWAY: Olds Ferry - Ontario

COUNTY: Malheur

NAME OF JOB: Ontario Traffic Signal

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Steeck Electric Co.

CONTRACT NUMBER: 7110

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: January 11, 1968

DATE WORK STARTED: March 20, 1968

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 180

WORK DAYS USED

CALENDAR DAYS USED 108

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 60

PROJECT AUTHORIZATION $ 7,099.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING $ 6,479.00

ENGINEERING AUTHORIZATION $ 620.00

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $ 6,479.00

ENGINEERING COST TO DATE $ 525.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

ESTIMATED PERCENT OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 85 %

DATE PROJECT WAS COMPLETED May 9, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	100	Cal.						

		WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Windy & Cool	1		
MONDAY	13	Showers	1		
TUESDAY	14	Cloudy & Cool	1		
WEDNESDAY	15	Fair	1		
THURSDAY	16	Fair	1		
FRIDAY	17	Fair	1		
SATURDAY	18		1		

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 20 1968
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
R. D. [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No activity.
MONDAY 13	No activity.
TUESDAY 14	Personnel from traffic dept. actuated traffic signal. Developed trouble with control relay.
WEDNESDAY	No activity the remainder of week.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS OF WORK

Project complete except for replacing control relay. Contractor will have factory representative to check out relay next week.

SIGNED ______ LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 25 1968

123-1664
7110

January 25, 1968

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7110 for traffic signal installation on S. W. 1st Street in Ontario on the Olds Ferry-Ontario Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc
United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
FEB 19 1968

FOR FILING
123-1664

7110

January 11, 1968

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Bid Dec 14

Gentlemen:

The State Highway Commission on December 21, 1967, accepted your proposal for traffic signal installation on S. W. 1st Street in Ontario on the Olds Ferry-Ontario Highway in Malheur County for the sum of $6,200 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Ontario is received and the sum of $3,487 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7110. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 23, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures
bc Pacific Builder & Engr., Inc. Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
A. F. Parson
Robert Poole
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUN 1 6 1967

FOR FILING
123-1604

7110

June 15, 1967

5661

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Ontario for the installation of pre-timed traffic signals at the intersection of S. W. Fourth Avenue and S. W. First Street in that city.

This agreement provides that the State shall do the work, with the City agreeing to pay one-half the cost, maintain the installation and pay for all future electrical energy. The total estimated cost of this project is $8,000, State's share to be taken from Minor Betterment Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the meeting of July 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
C. H. Maison
H. S. Cox
A. F. Parson

FBC:njc jw

RECEIVED
AUG 23 1967
FOR FILING

123-1604
7110

Agenda
4V

August 3, 1967

MISC. CONTRACTS and
AGREEMENTS No. 5401

City of Ontario
City Hall
Ontario, Oregon 97914

5661
5637

Attention: Mr. C. Lloyd Castner
City Superintendent

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement for the installation of pre-timed traffic signals at the intersection of S. W. Fourth Avenue and S. W. First Street in Malheur County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

26-1624 Powell Blvd. at Hogan Avenue 1967
(Gresham) Sec. of the Mt. Hood
#7111 Hwy. (Traffic Signals)

CSA 3390

RECEIVED
NOV 26 1968
FOR FILING

26-1624

7111

November 26, 1968

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

A post-final payment for $780.00 will be made to Sims Electric, Inc., on Contract No. 7111 for traffic signal installation on Powell Boulevard at Hogan Avenue in the City of Gresham on the Mt. Hood Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $14,656.77, including the post-final payment. Of the total, $194.77 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, Oregon 97470

Bailey & DeBernardi Insurance Agency
830 S.E. Rose
Roseburg, Oregon 97470

Mr. L. W. Rulien
Mr. C. H. Maison
Attn: Mr. John Herr

RECEIVED
DEC 4 - 1968
FOR FILING

26-1624
7111

November 13, 1968

#4

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on November 12 considered your request for an extension of time on Contract No. 7111 for traffic signal installation on Powell Boulevard at Hogan Avenue in Gresham.

After careful consideration, the Commission granted you a 26-calendar day extension to the date of completion.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc L. W. Rulien
George Hopkins
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. H. Maison

RECEIVED
NOV 8 - 1968

26-1624

7111

November 6, 1968

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

Contract No. 7111 awarded to Sims Electric, Inc., for traffic signal installation on Powell Boulevard at Hogan Avenue in Gresham on the Mt. Hood Highway in Multnomah County was completed on September 16, 1968, and accepted by the Highway Commission on November 7, 1968.

Final payment in the amount of $731.25 will be released to the contractor after November 18, 1968. The total contract amount is $13,876.77 including $194.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey and DeBernardi Ins. Agency
830 S. E. Rose
Roseburg, Oregon 97470

L. W. Rulien
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
NOV 7 - 1968
FOR FILING

26-1624

7111

November 7, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed September 16, 1968, on Contract No. 7111. The contract was with Sims Electric Company and was for traffic signal installation on the Powell Boulevard at Hogan Avenue Section in the city of Gresham of the Mt. Hood Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
J. F. Putnam

RECEIVED
NOV 8 - 1968
FOR FILM

26-26-34

7111

November 4, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 4
November 12, 1968 meeting

Gentlemen:

Sims Electric, Inc., contractor for the construction of traffic signals on Powell Boulevard at Hogan Avenue in Gresham on the Mount Hood Highway in Multnomah County, Contract No. 7111, has requested that he be granted an additional 30 calendar days to complete the contract work without assessment of liquidated damages.

The contract allotted 220 calendar days to complete the work. Two hundred and forty-six calendar days were charged through to completion of the work. This is an overrun of 26 calendar days.

The contract work was complete except for the installation of controllers at the expiration of the allotted calendar days. Manufacture and delivery of the controllers were delayed due to the presence of Department of Defense priority orders in the controller manufacturing plant.

This is an extenuating circumstance beyond the control of the contractor. I recommend that the contractor be granted a 26-calendar day extension. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. W. Rulien

CAG:jf fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7111 Contractor Sims Electric Inc.

Highway Mt. Hood

Section Powell Blvd. at Hogan Ave. (Gresham)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 26 calendar day extension without assessment of liquidated damages because manufacture and delivery of controllers was delayed by Department of Defense priority orders in manufacturing plant.

Recommended for Approval:

Division Engineer

~~Construction Engineer~~ or
Ass't Bridge Engineer

Asst State Highway Engineer

Contract No. 7111

Project designation State
State-Federal

Date awarded January 3, 1968

Work started April 8, 1968

Per cent completed 78% August 22, 1968
Date

No. of Calendar ~~Workday~~s Allowed 220

No. of Calendar ~~Workday~~s Used 220

No. of Added Calendar ~~Workdays~~ Requested 30

E—330 (Rev.)—5M—10-57

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 21, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 250 days, within which to complete our Contract No. 7111, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Work has been prevented since May 1,1968 due to the inability of the manufacturer to supply the traffic signal controller. It is a high specification, sophisticated item not available from another source any sooner. The manufacturer states that the electronic components are a priority item with the government due to the Vietnam situation and that they have not been able to meet their previous delivery quotations or establish a firm delivery date.

Respectfully submitted,

Sims Electric, Inc.
Contractor

By Roy D Sims

CONSENT OF SURETY

Date August 21, 1968

We, MARYLAND CASUALTY COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ron Strickling Attorney-in-fact
BAILEY & DE BERNARDI INSURANCE, INC.

(SEAL)

Ronald D. Strickling Resident Ag

26-1624
7111

Construction C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Powell Blvd. at Hogan Av. (Gresham)		WEEK ENDING: Sept. 20, 1968
		SECTION PREFIX: 26-1624
HIGHWAY: Mt. Hood		COUNTY: Multnomah
NAME OF JOB: Traffic Signal Installation Powell Blvd. at Hogan Ave. (Gresham)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Sims Electric Inc.	CONTRACT NUMBER: Y111	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: January 3, 1968	DATE WORK STARTED: April 8, 1968	ESTIMATED COMPLETION DATE: Job Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: – SUPERVISION: –	SPECIFIED CALENDAR DAYS: 220	CALENDAR DAYS USED: 246
	SPECIFIED COMPLETION DATE: –	PERCENT OF TIME ELAPSED: 113
PROJECT AUTHORIZATION: $ 16,745.62		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $ 15,283.12	ENGINEERING AUTHORIZATION: $ 1,462.50	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90.4
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,283.12	ENGINEERING COST TO DATE: $ 1,044	DATE PROJECT WAS COMPLETED: 9-20-68
ESTIMATED PERCENT: OVERRUN / UNDERRUN ___ %	PERCENT OF AUTHORIZATION: 71 %	

Sims Electric Inc.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-pickup truck, small tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Sept. SUNDAY 15	Rain	1		Routing
MONDAY 16	Rain	1		Work completed today. Last day of calendar day count.
TUESDAY 17	Cloudy	0		(Application has been made for an increase in the calendar day count.)
WEDNESDAY 18	Showers	0		
THURSDAY 19	Showers	0		Swan
FRIDAY 20	Rain	0		NOTED
SATURDAY 14	Rain	1		R. D. [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Sept. SUNDAY 15	No Activity
16 MONDAY	Painter put on the last coat on all pedestrian lights, etc. Job is now complete.
17 TUESDAY	No Activity
18 WEDNESDAY	"
19 THURSDAY	"
20 FRIDAY	"
14 SATURDAY	"

REMARKS

Job is presently complete. Notification of completion has been forwarded.

SIGNED C.O. Fredrickson LOCATION Portland

Chas. O. Fredrickson, Resident Bridge Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
JAN 17 1968
FOR FILING

C

26-1624
7111

January 17, 1968

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7111 for traffic signal installation on Powell Boulevard at Hogan Avenue in Gresham on Mt. Hood Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc Maryland Casualty Company
Baltimore 3,
Maryland

Bailey & DeBernardi Insurance Agency
830 S. E. Rose
Roseburg, Oregon

RECEIVED
FEB 19 1968

FOR FILING
26-1624
7111

January 3, 1968

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bid Dec 14

Gentlemen:

The State Highway Commission on December 21, 1967, accepted your proposal for traffic signal installation on Powell Boulevard at Hogan Avenue in Gresham on Mt. Hood Highway in Multnomah County for the sum of $14,625 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Gresham is received and the sum of $8,226.00 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7111. Enclosed are three copies of this contract. Two of three copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. W. Rulien
George Hopkins
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

GRESHAM, OREGON

Nº 1667

1232

PAY TO THE ORDER OF:

STATE HIGHWAY DEPARTMENT

DATE AMOUNT

12-20-67 $8,226.00

$822[illegible] DOLS [illegible] CTS

STATE TAX STREET FUND

CITY OF GRESHAM

BY

BY Mary Gillett

GRESHAM BRANCH
FIRST NATIONAL BANK OF OREGON
GRESHAM, OREGON

⑆1232⑈0330⑆ 0 65027 7⑈

RECEIVED
AUG 25 1967
FOR FILING

26-1624

7111

Agenda
4bb

MISC. CONTRACTS and
AGREEMENTS No. 3370

August 3, 1967

City of Gresham
City Hall
Gresham, Oregon 97030

5691

Attention: Mrs. Mary Gillis
City Recorder

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals at the intersection of East Powell Boulevard and Hogan Avenue on the Mt. Hood Highway in Multnomah County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
JUL 19 1967

FOR FILING
26 - [illegible]
////

July 18, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Gresham for the installation of traffic signals at the intersection of East Powell Boulevard and Hogan Avenue on the Mount Hood Highway in Multnomah County.

This agreement provides that the State shall do the work, with the City agreeing to pay one-half the cost, maintain the installation, and pay for electrical energy. The total estimated cost of this installation is $12,000, State's share to be taken from Minor Betterment Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
C. H. Maison
H. S. Cox

L. W. Rulien

VPJ:nc fn

34-1622 Tualatin Valley Hwy. at S.E. 1967
13th Ave. (Hillsboro) Sec. of
#7112 the Tualatin Valley Hwy. (Signals)

08A 34C2
RK-662

RECEIVED
APR 8 - 1969
FOR FILING

34-1622

7112

April 7, 1969

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization is apparent for the Tualatin Valley Highway-S. E. 13th Avenue (Hillsboro) traffic signals in Washington County. This is Contract 7112 with Sims Electric, Inc.

The original authorization was for $19,087.15 and it now appears the final cost will be $21,936.30. This is an overrun of 15 percent. The overall project plans provided for the installation of railroad crossing gates on S. E. River Road to be installed by Railroad forces. In preparation of the contract project authorization, the cost of work to be done by Railroad forces was inadvertently omitted.

This matter will be on the agenda for your consideration at the April 22 meeting and I recommend that you approve the increase.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. D. Morgan
I. D. Marchant
C. H. Maison
L. W. Rulien

CAG:jf fn

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 31, 1969

SUBJECT: Tualatin Valley Hwy. at S. E. 13th
Hillsboro
Traffic Signal Installation
Contract No. 7112

To: Mr. I. D. Merchant
Bridge Engineer
Salem, Oregon

Enclosed find report on Expected Overrun of Project Authorization on the subject contract. As per agreement with the City of Hillsboro and the railroad, there was to be installed, in conjunction with the signals, railroad crossing gates. This work was to be performed by the railroad with the cost being shared by the City, the State, and the railroad. No provisions were included in the project authorization to cover the State's share of the cost of the installation of these gates. There has previously been approved a State Force Order to cover the cost of the gates, which resulted in the overrun of the project authorization.

L. W. Rulien
Division Engineer

by

A. C. Harwood
Assistant Div. Engineer

ACH:nal

Encl.

cc: E. Rodriguez

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 1 - 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

34-1622
7112

Expected Overrun of Project Authorization

Project Tualatin Valley Highway at S.E. 13th., Hillsboro Date March 18, 1969

Highway Tualatin Valley Contract No. 7112

County Washington Kind of Work Traffic Signal Installation Contractor Sims Electric, Inc.

	Authorized	Estimated
Contract Amount	$11,250.00	$11,250.00
Anticipated Items	5,420.00	3,458.78
Contingency (4½%)	750.15	5,590.52
Engineering	1,667.00	1,667.00
Credits		-30.00
PROJECT COST	$19,087.15	$21,936.30

NET INCREASE $ 2,849.15 = 14.93%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) S.F.O. # 4 Install crossing gates at River Road RR Xing	$5,590.52	$ 2,849.15

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 4-22-69

Principal reasons for overruns (Continue on reverse side): Crossing gates requested by City of Hillsboro; Funds not included in original authorization

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by E. Rodriguez
E. Rodriguez
Resident Engineer

Noted by ____________
Construction or Bridge Engineer

Confirmed by ____________
Division Engineer

Noted by ____________
Deputy or State Highway Engineer

SP*23700-734

RECEIVED
OCT 10 1968

FOR FILING

34-1622

7112

October 9, 1968

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

Contract No. 7112 awarded to Sims Electric, Inc., for traffic signal installation on the Tualatin Valley Highway at S. E. 13th Avenue in the city of Hillsboro in Washington County was completed on July 18, 1968, and accepted by the Highway Commission on October 8, 1968.

Final payment in the amount of $562.50 will be released to the contractor after October 16, 1968. The total contract amount is $11,273.94 including $53.94 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey and DeBernardi Ins. Agency
830 S. E. Rose
Roseburg, Oregon 97470
L. H. Young
C. H. Maison
Attn: John Kerr

C

RECEIVED
OCT 8 - 1968
FOR FILIN

34-1622

7112

October 8, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 18, 1968, on Contract No. 7112. The contract was with Sims Electric, Inc., and was for traffic signal installation on the S.E. 13th Avenue (Hillsboro) Section of the Tualatin Valley Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 8, 1968, and that you concur in this procedure at the Commission meeting on November 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. W. Rulien

Salem, Oregon
July 12, 1968

RAILROAD COMPANIES
FILE No. 662

Agenda Item 4i
July 9 meeting

4i

Mr. G. E. Rohde
Chief Counsel

Attention: Mr. Jack Sollis

7-9-68

BUILDING

Attached for signing and dating by Southern Pacific Company are two copies of a supplemental agreement covering the installation of an electrical conduit beneath its tracks as required by our traffic signal installation at the intersection of the Tualatin Valley Highway and S. E. 13th Avenue in Hillsboro.

We are retaining a copy of this agreement until we receive a fully signed copy.

Floyd Query, Secretary

fkm
Attachments

cc Mr. F. D. Morgan
Attn: Ted Litchfield

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1968

To: MEMO TO THE FILES

SUBJECT: Grade Crossing FD-763.8
Tualatin Valley Highway at
S.E. 13th Ave. (Hillsboro) Section
Tualatin Valley Highway
Washington County
Contract No. 7112

This office was advised on August 6, 1963 that the crossing gates at the above-captioned location, which are connected to the recently installed traffic signals at the intersection, are going to be activated by the Southern Pacific Company on Friday, August 9, 1968 at 10 A.M.

It would appear that the traffic signals should be activated at the same time. Copies are being distributed to those listed below, and you are requested to take appropriate action in this regard.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss:fw

cc: Tom Edwards ✓
F. B. Crandall
L. W. Rulien
Warren Mueller
R. H. Rumbolz

NOTED
TOM EDWARDS

RECEIVED
AUG 13 1968
TRAFFIC ENGINEERING

Bud - Pls advise me

RECEIVED
AUG 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TRAFFIC CONTROL
ENGR.

RECEIVED
JUN 13 1968
FOR FILING

34-1622

7112

June 12, 1968

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the July 9 meeting a supplemental agreement with the Southern Pacific Company covering the installation of an electrical conduit beneath its tracks, as required by our traffic signal installation at the intersection of the Tualatin Valley Highway and S. E. 13th Avenue in Hillsboro.

This agreement supplements an agreement we executed with the Railroad at the January 23 meeting, which provided for the installation of crossing gates at this location. This supplement will allow the State to enter on Railroad property to perform the necessary work to complete the installation of signals at this intersection. The State is obligated to reimburse the Railroad for any expense it incurs in connection with this installation. It requires the contractor to provide insurance in the usual manner. Our contract requires the contractor to provide the appropriate insurance and to make the installation under the railroad. There should be no additional expense generated by this agreement than already anticipated in the contract.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc:
Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

TWL:ss jko

RECEIVED
MAY 29 1968

FORM E-30X—30M—7-66

SP*23687-734

34-11-22
[illegible]
7112

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 27, 1968

SUBJECT: Inter-tie of Vehicular & RRX Signal Installation

To: MEMO TO FILE

As an outgrowth of our setup on the Tualatin Valley Highway and SE 13th Avenue installation, the provision where our contractor cares for a portion of the installation included in railroad right-of-way has created some difficulties.

In order to avoid any situations in the future (lashups on these vehicular-railroad crossing jobs) any work within the railroad right-of-way shall not be included in our contract plans, but rather shall be cared for by the railroad people.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

FBC:ajc

cc: Tom Edwards
I. D. Merchant
Ted Litchfield

NOTED
TOM EDWARDS

RECEIVED
MAY 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JAN 23 1968

34-1622
7112

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. K. ROHDE
CHIEF COUNSEL

January 22, 1968

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7112 for traffic signal installation on the Tualatin Valley Highway at S. E. 13th Avenue in Hillsboro in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc Maryland Casualty Company
Baltimore 3,
Maryland

Bailey & DeBernardi Ins. Agency
830 S. E. Rose
Roseburg, Oregon

RECEIVED
FEB 19 1968
FOR FILING

34-1622

7112

January 9, 1968

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bid Dec 14

Gentlemen:

The State Highway Commission on December 21, 1967, accepted your proposal for traffic signal installation on the Tualatin Valley Highway at S. E. 13th Avenue in Hillsboro in Washington County for the sum of $11,250.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Hillsboro is received and the sum of $8,409.00 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7112. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 20, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

min
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. W. Rulien
Warren Mueller
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
DEC 18 1967
FOR FILING

34-1622

-7112

December 15, 1967

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the January 23 meeting agreements with both the City of Hillsboro and the Southern Pacific Company covering the installation of crossing gates at the grade crossing on 13th Avenue in the city of Hillsboro.

The agreement with the Railroad provides that the State and Railroad share the cost on a 50-50 basis. The agreement with the City provides that the State recover 10 percent of the total actual cost from the City. The total cost of this installation is estimated by the Railroad to be $14,000. These agreements provide for the allocation of the cost as follows:

Southern Pacific Company	50%	$ 7,000
State	40%	5,600
City of Hillsboro	10%	1,400
	Total	$14,000

The City has deposited its share of this project with the State. Upon execution of these agreements, the Railroad may proceed with this work. Funds for the State's share of this project should be added to the current State Construction Program. I recommend your approval and request authority for the Secretary to sign the agreement with the City for and on your behalf. The Railroad agreement requires the signature of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

TWL:fw:ss jes

FORM E-123X 10M 6-67

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

34-1622

7112

RECEIVED
DEC 4 - 1967
OFFICE
STATE HIGHWAY ENGINEER

November 30, 1967

Mr. J. W. Barney
City Manager
City of Hillsboro
Hillsboro, Oregon

Re: Installation of Crossing Gates
SPRR Grade Crossing No. FD-763.8
SE 13th Avenue
City of Hillsboro
Washington County

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

As you know, the State proposes to open bids for the installation of traffic signals at the intersection of SE 13th Avenue and the Tualatin Valley Highway on December 14, 1967. In Mr. Tom Edwards' letter of December 20, 1966, he indicated that the Highway Department would be willing to share the cost of the installation of these traffic signals on a 50-50-basis, and on July 24, 1967, the State and the City entered into such an agreement.

Mr. Edwards also indicated that the State would be willing to bear 40% of the cost of the installation of crossing gates at the grade crossing of 13th Avenue and the Southern Pacific Company tracks if the City would bear 10% and the railroad 50% of this cost. We are about to enter into such an agreement with the railroad.

You will find attached three (3) copies of a proposed agreement between the State and the City which provides that the City will bear 10% of the cost of this installation, and requests the City to deposit this sum($1400) with the State.

Please review the attached agreement and, if satisfactory, present it to your City Counsel for approval at your meeting of December 5, 1967. If you will sign and return two (2) copies as soon as possible, I will present them to our Highway Commission for execution at their meeting of December 12, 1967. You may retain the third copy in your files until we return the fully executed counterpart.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: Tom Edwards
F. B. Klaboe
F. B. Crandall
H. S. Cox
L. W. Rulien
R. H. Rumbolz

NOTED
TOM EDWARDS

Attachments

RECEIVED
AUG 23 1967

34-1622

7112

Agenda
4 W

MISC. CONTRACTS and
AGREEMENTS No. 3402

August 3, 1967

City of Hillsboro
City Hall
Hillsboro, Oregon 97123

5241

Attention: Mr. E. M. Bowman
City Recorder

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals at the intersection of Tualatin Valley Highway and S. E. 13th Avenue in Washington County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

T. W. Litchfield
(Xerox Copy)

RECEIVED
JUN 16 1967
FOR FILING

34-1622

4112

June 14, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Hillsboro covering the installation of fully-actuated traffic signals at the intersection of the Tualatin Valley Highway and S. E. 13th Avenue in that city.

This agreement provides that the State shall do the work, with the City agreeing to pay one-half the cost, maintain the installation and pay for future electrical energy. The total estimated cost of this project is $20,000, State's share to be taken from Minor Betterment Funds.

We recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the meeting of July 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
H. S. Cox
J. J. Gix
L. W. Rulien

FBC:njc jw

RECEIVED
MAR 23 1967
FOR FILING

34-1622
7112

March 23, 1967

5291

Mr. Ken Meng
Chief, Engineering Division
Washington County Department
of Public Works
County Courthouse
Hillsboro, Oregon

Dear Mr. Meng:

Your letter of March 10 requests information concerning costs for a traffic signal installation at the intersection of the Tualatin Valley Highway and 145th Avenue. As you indicate in your letter, the traffic signal at this location was deleted from the contract at the request of Washington County.

It should be understood that delivery time on traffic signal equipment of the type that would be necessary at this location is running from 8 to 13 months. The time lag on the installation of railroad grade crossing signals with gates and revision of the existing crossing signals would probably be greater. Depending upon the schedule for paving on this project, it may already be too late to obtain equipment in time for the opening of the project.

The following tabulation shows the total estimated cost for different items involved in the signalizing of this intersection:

1.	Signalization of the intersection of ORE8 and 145th Avenue - Estimated Cost	$20,000
2.	Revision of the existing signals on the crossing of the railroad and 145th Avenue - Estimated Cost	15,000

3. Interconnection of the two systems above to the end that traffic will not be directed onto the track when a train is approaching

Estimated Cost $ 5,000

TOTAL ESTIMATED COST $40,000

Railroad signalization costs are usually assigned after a PUC hearing. The Public Utilities Commissioner may assign 50 percent of the cost to the railroad, 40 percent to the State, and 10 percent to the City. Under the above assumption, the signalization cost allocated to the different agencies involved may be estimated as follows:

	State	City	Railroad
1. Signalize ORE8	$10,000	$10,000	$ --
2. Signalize railroad	6,000	1,500	7,500
3. Interconnect signals	2,500	2,500	--
TOTALS	$18,500	$14,000	$ 7,500

The above figures are preliminary in nature and may vary depending on the decision of the Public Utilities Commissioner and equipment prices at the time of the installation.

Since this intersection is located within the city limits of Beaverton, our negotiations would be normally with the City on the basis shown in the summary of costs shown above. Under this procedure, the City is required to assume the costs of power and future maintenance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS ja

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. W. Rulien
H. S. Cox
Ted Litchfield

LEG:mk ja

RECEIVED
FEB 23 1967
FORM E 30X---SOM---6-61---38682

~~FOR FILING~~
34-1622
7112

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 21, 1967

SUBJECT: RR Grade Crossing Signal
13th Avenue & Tualatin Valley
Highway
Hillsboro

To: F. D. Morgan
Construction Engineer
BUILDING

Attention: Ted Litchfield

Some time ago the City of Hillsboro through its City Manager and the Hillsboro School District through the local Superintendent of Public Schools initiated a request for a traffic signal at the intersection of 13th Avenue and Tualatin Valley Highway. Their request was triggered by fear for the safety of school bus movements through this intersection in view of the close proximity of the railroad tracks. A school bus stopping for the tracks had its back portion overhanging on to the Tualatin Valley Highway.

Much correspondence and investigation ensued on this matter, with the result that the Highway Department and the City have agreed with the fact that the intersection should be signalized contingent upon interconnection of traffic signals into proposed grade crossing signals at the railroad crossing.

Jack Sollis has had discussions concerning the crossing with the PUC office, and they in turn do not feel that a formal hearing is necessary at this time. Sollis advises me that at this point the Department should contact the railroad company in an attempt to initiate a cooperative railroad signal installation. If the railroad company will not agree to a cooperative signal project, then I would assume that either the City or the School District would force the issue in a formal hearing with the PUC.

The purpose of this letter is to request that you initiate negotiations with the railroad company to determine if they are willing to pay a portion of the cost of a grade crossing signal at this location. The entire matter is a rather complex one, and I would suggest that you borrow the Traffic Division's correspondence file on this matter. I will also be available to brief you on the details with which I am familiar.

L. E. George
Assistant Traffic Engineer

RECEIVED
FEB 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

LEG:mk
cc: Tom Edwards
F. B. Klaboe
Jack Sollis

RECEIVED
DEC 22 1966

FILING

34-1622

1112

December 20, 1966

Mr. J. W. Barney
City Manager
City Hall
Hillsboro, Oregon

Dear Mr. Barney:

In response to your letter to our Division Office, an investigation has been conducted at the intersection of the Tualatin Valley Highway and 13th Avenue in Hillsboro. The investigation discloses that because of the school bus problem, the installation of fully actuated traffic signals is warranted.

In order to make the signals operate properly and because of the proximity of the railroad track, it would be necessary that the railroad crossing be signalized and that the railroad and traffic signals be interconnected so that the traffic signals would not direct traffic across the railroad track when a train was approaching.

The signalization required at this point consists of three segments as follows:

1. Signalization of the Tualatin Valley Highway and 13th Avenue. This requires installation of a fully actuated signal estimated to cost $20,000

2. Signalization of the crossing of the railroad and 13th Avenue. This is estimated to cost $25,000

3. Interconnection of the two systems above to the end that traffic will not be directed across the Tualatin Valley Highway and onto the track when a train is approaching. This interconnection is estimated to cost $10,000

Estimated total cost of installation $55,000

The Highway Department would be willing to proceed with the above on a 50-50 share basis on Items 1 and 3. With respect to Item 2, railroad signalization costs are usually assigned after a P.U.C. hearing. Normally, the Public Utilities Commissioner assigns 50 percent of the cost to the railroad, 40 percent to the State, and 10 percent to the City.

Under the above assumption, the cost would be borne as follows:

	State	City	Railroad
1. Signalize Tualatin Valley Highway	$10,000	$10,000	--
2. Signalize railroad	10,000	2,500	$12,500
3. Interconnect signals	5,000	5,000	--
TOTALS	$25,000	$17,500	$12,500

I might, as a matter of information, advise that currently there is as much as seven months' delay in securing certain types of signal control equipment. However, we are willing to recommend to the Commission that we proceed as above.

If it is agreeable with the City of Hillsboro, would you please advise this office in order that we might proceed with the necessary agreements and institute the matter of the grade crossing signals with the Public Utilities Commissioner.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien
Jack Sollis

LEG:mk/TE:ja

FORM E-30 50M 12-62 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1966

SUBJECT: Traffic Signal Investigation
Tualatin Valley Highway at S.E. 13th Avenue
Hillsboro

To:
Tom Edwards
Assistant State Highway Engineer
BUILDING

There is attached a report from the Division recommending installation of traffic signals at the above intersection. Also attached is a rough draft of a letter to the City.

The primary reason for the signalization of this intersection is the protection of school busses. Because the railroad tracks are so close to the highway, a school bus waiting to cross the highway overhangs the tracks. If the traffic is heavy and a train approaches, a very hazardous situation results.

In addition to the traffic signal installation, it would be necessary that the railroad grade crossing be signalized. It is understood that the City has made application to the P.U.C. for an order requiring the signalization of the crossing.

The traffic signals with the necessary equipment for interconnection to the railroad crossing signals are estimated to cost $30,000. I would estimate that the railroad crossing signals would cost approximately $20,000. It is suggested that the State and City share the cost of the traffic signals in the normal manner and that they also split that portion of the cost of the railroad crossing signals which would not be paid by the railroad company.

L. E. George

L. E. George
Assistant Traffic Engineer

VPJ:ji
Attachments

RECEIVED
NOV 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

34-1623 E. Baseline St. & N.E. 1st St. 1967
at 3rd Ave. (Cornelius) Sec. of
#7113 the Tualatin Valley Hwy. (Signals)

C7A 3394

RECEIVED
MAY 22 1968
341-1623
7113

May 22, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7113 awarded to Graham Electric Co. for traffic signal installation on East Baseline Street and N. E. 1st Street at 3rd Avenue in Cornelius on the Tualatin Valley Highway in Washington County was completed on April 22, 1968, and accepted by the Highway Commission on May 21, 1968.

Final payment in the amount of $4,050 will be released to the contractor after May 31, 1968. The total contract amount is $4,850 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln

cc Graham Electric Co.
311 N. W. Broadway
Portland, Oregon 97209

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAY 22 1968
FOR FILING

34-1623

112

May 21, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed April 22, 1968, on Contract No. 7113. The contract was with Graham Electric Company and was for the traffic signal installation on the E. Baseline Street and N.E. 1st Street at 3rd Avenue (Cornelius) Section of the Tualatin Valley Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 21, 1968, and that you concur in this procedure at the Commission meeting on May 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. W. Rulien

srb jko

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JAN 22 1968

34-1623

7113

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 22, 1968

Graham Electric Co.
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7113 for traffic signal installation on East Baseline and N. E. 1st Streets at 3rd Avenue in Cornelius on the Tualatin Valley Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

RECEIVED
FEB 19 1968

34-1623
7113

January 3, 1968

Graham Electric Co.
311 N. W. Broadway
Portland, Oregon 97209

Bid Dec 14

Gentlemen:

The State Highway Commission on December 21, 1967, accepted your proposal for traffic signal installation on East Baseline and N. E. 1st Streets at 3rd Avenue in Cornelius on the Tualatin Valley Highway in Washington County for the sum of $4,850 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Cornelius is received and the sum of $3,100 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7113. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. W. Rulien
Enrique Rodriquez
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

CITY OF CORNELIUS
GENERAL FUND
CORNELIUS, OREGON 97113

December 20 19 67 96-196/1232

PAY TO THE ORDER OF State Highway Department $ 1550.00

--------Fifteen Hundred Fifty & NO/100 --------- DOLLARS

CORNELIUS OFFICE
The Forest Grove National Bank
OF FOREST GROVE, OREGON
CORNELIUS, OREGON

CITY OF CORNELIUS, GEN. FUND
REC. TREAS.
Mary F. Mayhew
MAYOR
COUNCIL PRES.
Harold Simantel

⑆1232⑈0196⑆ 58 00303 9⑈

PAY ROLL CHECK

CORNELIUS GRADE SCHOOL
WASHINGTON COUNTY SCHOOL DISTRICT NO. 2
CORNELIUS, OREGON

CORNELIUS BRANCH
FOREST GROVE NATIONAL BANK
CORNELIUS, OREGON
96-196/1232

No 745

PAY One thousand five hundred fifty & no/100 dollars

TO THE ORDER OF State Highway Department

DATE	NET CHECK
12/20/67	1550.00

WASHINGTON COUNTY SCHOOL DISTRICT NO. 2
CLERK
Leona Buchanan

⑆1232⑈0196⑆ 58 00300 5⑈

RECEIVED
JUL 21 1967
FOR FILING

34-1623

7113

A

July 13, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Cornelius for the installation of pedestrian-actuated traffic signals at the intersections of N. E. Third Avenue with N. E. First Street and E. Baseline Street on the Tualatin Valley Highway in Washington County.

This agreement provides that the State shall do the work, with the City agreeing to pay one-half the estimated cost of $7,000, maintain the installations, and pay for all electrical energy consumed. The State's share of this project ($3,500) is to be taken from Minor Betterment Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
J. J. Gix
H. S. Cox
L. W. Rulien

LEG:nc fn

RECEIVED
AUG 23 1967

34-1623

7113.

Agenda
4X

MISC. CONTRACTS and
AGREEMENTS No. 3394

August 3, 1967

City of Cornelius
City Hall
Cornelius, Oregon 97113

Attention: Mrs. Mary F. Wojahn
City Recorder

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of pedestrian-actuated traffic signals at the intersections of N.E. Third Avenue with N.E. First Street and East Baseline Street on the Tualatin Valley Highway in Washington County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

21-1133 Alsea Bay (Waldport) Bridge 1968
Repairs, on the Oregon Coast
#7114 Hwy.(Foundation work) [redacted]

MAR 6 - 1969

21-1135

7114

March 7, 1969

Mr. E. M. Wipf
C. A. Tomassene and Sons
520 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Wipf:

Under date of February 18 Mr. Query forwarded a copy of your correspondence concerning Contract No. 7114, covering repairs to the Alsea (Waldport) Bridge, to this office for review and further comment.

The Highway Department contends that the contract is in full force until all work, whether being under a contract item or by force account basis, is completed. This contention is based upon the Standard Specifications, dated 1964, which were part of the project contract. Section 4 - Scope of Work, Article 4-1 Intent of Contract and Section 4-2 - Changes and Alterations in Details of Construction, are quite clear in this regard.

We therefore must consider the contract in full force until all work is completed, including force account. It is true that all work performed on the contract after June 16, 1968 (except for Bid Item No. 10, Demobilization) was performed on a force account basis. However, the requitements of the contract for the contractor to complete this work were in full effect as if it were done under contract items.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Floyd Query
bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter (enc.)
Ivan Merchant (enc.)
R. D. Asburry

RDA:sjh/TE:ja

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1969

SUBJECT: Assignment #Edw. 7250
Performance Bond
Alsea Bay (Waldport) Bridge
Oregon Coast Highway
Contract #7114

To: Victor Wolfe
ADMINISTRATIVE ASSISTANT

Attached please find rough draft reply to the letter dated February 14, 1969 from C. A. Tomassene and Sons, regarding completion of the subject contract. For your information, during the life of this contract it was determined that some of the work covered by the contract could not be adequately covered under contract items, so an agreement was entered into with the contractor whereby some of this contract work was deleted from a contract item and completed under force account basis. Also, some work not covered by a contract item was also performed on a force account basis. I have been informed by a member of the contractor's firm that they believe that no performance bond is needed for that portion of the work performed under a force account basis, even though it was performing some of the work originally planned to be done under a contract item. I believe this would come under a legal interpretation rather than under an engineering interpretation. Maybe you would like to check this with the Legal Department, but for what it is worth, the attached rough draft of a reply is my interpretation of this according to the general specification.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDA:sjh

NOTED
VICTOR D. WOLFE

RECEIVED
FEB 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 26 1969
FOR FILING
21-1133
7114

February 25, 1969

C. A. Tomassene & Sons
520 S. W. 6th Avenue
Portland, Oregon 97204

Attention: Mr. E. M. Wipf

Gentlemen:

I am sorry that I do not have any further advice I can give you concerning Contract No. 7114 awarded to General Construction Company for work on the Waldport Bridge.

I have inquired in our Legal Division and checked through our General Specifications and find nothing other than was stated in my last letter that being, work orders are a part of the original contract.

We have a considerable number of contracts which overrun the original contract price. At least quarterly, and oftener as requested by the surety, we do advise the surety of the status of any contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc Mr. R. P. Stockwell
General Construction Company
P. O. Box 2768
Portland, Oregon 97208

SAFECO
INSURANCE

C. A. TOMASSENE & SONS 520 S.W. 6th Avenue, Portland, Oregon 97204

SAFECO INSURANCE COMPANY OF AMERICA
SAFECO LIFE INSURANCE COMPANY
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

February 20, 1969

Mr. Floyd Query, Secretary
State Highway Department
Highway Building
Salem, Oregon, 97310

Contract No. 7114
General Construction company

Dear Mr. Query:

Thank you for your letter of February 18, 1969 regarding the above contract.

With reference to your statement that extra work orders have always been considered as a part of the contract. In this case, the bonding company's liability began at the original contract price of $362,636.00. When the liability was increased so substantially shouldn't the bonding company have been notified and their consent secured? Our file does not indicate that this was done.

We would appreciate your further advices in this matter.

Very truly yours,

C. A. TOMASSENE & SONS

E M Wipf

E. M. Wipf

emw/s

cc- Mr. R. P. Stockwell
General Construction Company
P.O.Box 2768
Portland, Oregon, 97208

RECEIVED
FEB 21 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 18 1969
FOR FILING

21-1133

7114

February 18, 1969

C. A. Tomassene & Sons
520 S. W. 6th Avenue
Portland, Oregon 97204

Attention: Mr. E. M. Wipf

Gentlemen:

Your letter of February 14 concerning Contract No. 7114 for repairs to the Waldport Bridge indicates that the contractor has objected to the payment of additional bond premium in the amount of $1,402.13.

The original contract was issued in the amount of $362,636. The total amount, however, was $713,169.58 including force account in the amount of $451,919.38.

Our records show that the contract was completed on September 5, 1968, and accepted by the Commission on December 31, 1968. An extension of time was requested by the contractor and granted by the Commission to September 5, 1968, eliminating charges for liquidated damages. Extra work orders have always been considered as a part of the contract.

Your letter and the letter from the contractor, General Construction Company, are being forwarded to the State Highway Engineer's office for review.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc General Construction Company

R. L. Porter

SAFECO
INSURANCE

C. A. TOMASSENE & SONS 520 S.W. *6th Avenue, Portland, Oregon 97204*

SAFECO INSURANCE COMPANY OF AMERICA
SAFECO LIFE INSURANCE COMPANY
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

February 14, 1969

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: General Construction Co.
Contract #7114
Waldport Bridge

Dear Mr. Query:

Your letter of December 31, 1968, to the Federal Insurance Company with reference to the completion of the above contract increased the bond premium by an additional $1402.13. Our client contends that the original contract in the amount of $362,636 was reduced on June 6, 1968, by $98,000 for the elimination of bid item #9.

They further contend that the contract was terminated and further work performed under force account. We are enclosing a copy of the letter of protest from our client and we ask that you kindly review the circumstances of this contract and tender to the surety a letter of termination as of the date of completion of the original contract.

Thanking you for your assistance, we remain

Yours very truly,

C. A. TOMASSENE & SONS

E M Wipf
E. M. Wipf

NOTED
FLOYD QUERY

EMW/vt
Enc.

RECEIVED
FEB 17 [illegible]
[illegible]
STATE HIGHWAY COMMISSION

GENERAL CONSTRUCTION COMPANY

GENERAL CONTRACTORS

4850 N. W. FRONT AVENUE
BOX 2768
PORTLAND, OREGON 97208

February 13, 1969

C. A. Tomassene & Sons
520 S. W. Sixth Avenue
Portland, Oregon

Attention: Mr. C. A. Tomassene

Gentlemen:

Reference is made to your invoice of February 5, 1969 for additional bond premium in the amount of $1,402.13 for which you allege is due on our Waldport Bridge Repair Job for the Oregon State Highway Commission.

We contend that this charge is not justified for the following reasons:

1. By price agreement No. 1 dated June 6, 1968 the State advised that the contract would be reduced by $98,000.00 for the elimination of Bid Item No. 9 "Furnish and Place Bolts".

2. On June 6, 1968 the State advised that all the remaining work was to be performed on a force account basis except for "Demobilization", Bid Item No. 10. The State chose to utilize most of the equipment on the job, originally intended for the contract work, in the performance of this force account work and with-held the payment for Demobilization until the completion of the job under force account.

3. When the State terminated the contract and authorized the balance of the work to be performed as force account under its direction and control, we were then relieved of the responsibility of guaranteeing the work and performing certain work in accordance with the plans, specifications, conditions and terms under the contract.

4. Technically it may be that the bonding company should have been notified of this change at the time but the fact they were not does not alter the fact that the bonding company no longer was required as surety and therefore relieved of their obligation, except for the demobilization included in the contract.

Under the circumstances and reasons stated above we feel that the charge of $1,402.13 should be cancelled and that we be entitled to an additional credit for the premium on the $98,000.00 deleted from the original contract.

Very truly yours,

GENERAL CONSTRUCTION COMPANY

R. P. Stockwell

RPS/sh

JAN 2 - 1969

21-1133
7114

December 31, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed September 5, 1968, on Contract No. 711A. The contract was with General Construction Company and was for foundation work on the Alsea Bay (Waldport) Bridge Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1968, and that you concur in this procedure at the Commission meeting on January 28, 1969.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
R. D. Asburry

srb fn

JAN 2 - 1969

21-1133

7114

December 31, 1968

Federal Insurance Company
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 7114 awarded to General Construction Company for foundation work on the Waldport Bridge on the Oregon Coast Highway in Lincoln County was completed on September 5, 1968, and accepted by the Highway Commission on December 31, 1968.

Final payment in the amount of $18,131.00 will be released to the contractor after January 8, 1969. The total contract amount is $713,169.58 including $451,919.38 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc C. A. Tanasoone & Sons
IGO Building
Portland, Oregon 97204

General Construction Company
4850 N. W. Front Avenue
Portland, Oregon 97208
Frank Morgan
R. D. Asburry
C. H. Maison
Attn: John Kerr

c

RECEIVED
JAN 17 1969

FOR FILING
21-1133

7114

December 17, 1968

General Construction Company
4850 N. W. Front Avenue
Portland, Oregon 97208

Gentlemen:

The State Highway Commission at its meeting on December 17 considered your request for an extension of time on Contract No. 7114 for foundation repair work on the Waldport Bridge in Lincoln County.

After careful consideration, the Commission granted you an extension to September 5, 1968, the date of completion of the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
Geo. Danforth
D. J. Barbee
F. D. Morgan
G. H. Maisen

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

John B. Tomassene and Charles A. Tomassene, Jr. of Portland, Oregon - - - - - -

each its true and lawful Attorney-in-Fact to execute - - - - - - - - - - - - - - - - under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise bonds on behalf of General Construction Company of Portland, Oregon and Seattle, Washington -

in connection with bids, proposals or contracts to or with the United States of America, any State or political subdivision thereof or any person, firm or corporation.

And the execution of such bond or obligation by such Attorneys-in-Fact in this Company's name and on its behalf as Surety thereon or otherwise, under its corporate seal, in pursuance of the authority hereby conferred shall, upon delivery thereof, be valid and binding upon this Company.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 24th day of June 19 66

FEDERAL INSURANCE COMPANY

By

Frederick C Gardner

Frederick C. Gardner
Vice President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 24th day of June 19 66 before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Marion J. McGrath

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1968

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the **FEDERAL INSURANCE COMPANY**, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1953 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

> Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the **POWER OF ATTORNEY** with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said **FEDERAL INSURANCE COMPANY** is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 1st day of July, 19 68

S. Gaynor
Assistant Secretary

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUL 15 1968 PM
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21-1133

N

OREGON AUTOMOBILE INSURANCE CO.

C. A. TOMASSENE & SONS

NORTH PACIFIC INSURANCE COMPANY

520 S. W. Sixth Avenue
PORTLAND, OREGON 97204
Telephone: 226-3741

November 5, 1968

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 18 1968 PM
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Mr. R. D. Asbury
Division Engineer
Oregon State Highway Department
Salem, Oregon

Contract No. 7114
Waldport Bridge, Lincoln County

Dear Mr. Asbury:

With reference to the request for extension of time made by General Construction Company with respect to the above captioned job, we, the Federal Insurance Company do hereby consent to the request for extension to September 6, 1968.

Federal Insurance Company

John B. Tomassene Attorney in Fact

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DIVISION ENGINEER Division No. 2
NOV 6 1968
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☑ ☐ ☐

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FOR FILING

21-1133

7114

November 22, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 1
December 17, 1968 meeting

Gentlemen:

General Construction Company, contractor on foundation repair work on the Alsea Bay (Waldport) Bridge on the Oregon Coast Highway in Lincoln County, Contract 7114, has requested that the completion date for the work be advanced from the specified completion date of June 1, 1968, to September 5, 1968, the actual completion date, without assessment of liquidated damages. The total overrun in time is 96 calendar days. The contractor contends that a strike in a local material supplier's plant and extra work added prevented him from completing the contract work within the time allotted.

A strike in Portland area steel fabricators' shops delayed delivery of suspender rods needed in the work a total of 39 days.

Extra work added to the contract, on a specified cost-and-time basis versus overrun in monies, entitle the contractor to an 81-day extension.

The two delays total 120 calendar days. I recommend that the completion date be advanced to September 5, 1968, without assessment of liquidated damages. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the December 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

CAG:jf lms
Enclosure
bc: Floyd Query — F. D. Morgan
R. L. Porter — Ivan Merchant
Tom Edwards — C. H. Maison
Victor D. Wolfe — R. D. Asburry

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OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
FOR
Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7114 Contractor General Construction Company

Highway Oregon Coast

Section Alsea Bay (Waldport) Bridge

Kind of Work Foundation Repairs

It is recommended that such extension be granted as requested under the following terms and conditions:

Statements made by the contractor are essentially correct, and the dates c orrespond reasonably with those of our records. It is recommended that their request be granted.

~~However, it appears that the time requested will be insufficient to complete the work set forth in the contract, and that additional time will be requested at a later date.~~

Recommend time be extended to and including September 5, 1968 due to increase of work by contractor and delay by strike.

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OREGON STATE HIGHWAY DEPT.
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[illegible]

George Danforth
Res. Br. Engr.

Recommended for Approval:

Division Engineer

Ivan Merchant
~~Construction Engineer~~ Bridge Engineer

asst. State Highway Engineer

Contract No. 7114

Project designation State
State—Federal

Date awarded January 23, 1968

Work started February 26, 1968

Per cent completed 100% 9-5-68
Date

Specified completion date June 1, 1968

Previously extended to

Extension requested to 39 days

[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date 28 June, 19 68

Gentlemen:

We, the undersigned, respectfully request an extension of 39 days time, from 2 June, 19 68, to 10 July, 19 68, within which to complete our Contract No. 7114, described as follows:

Alsea Bay (Waldport) Bridge Foundation Repair
Oregon Coast Highway in Lincoln County

The above request is based upon the following reasons:

In early April of this year, a labor strikeby Machinists Local No. 63, Portland, was initiated against the metal trades industry. On 5 April 68, pickets appeared at Schmitt Steel, Inc., 2765 N. W. Nicolai, Portland, our supplier of upset rods to be furnished and installed under Item No. 9 of the bid schedule. The Resident Engineer was advised of this situation by letter of 10 April 68.

(see continuation page)

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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Respectfully submitted,

GENERAL CONSTRUCTION COMPANY
Contractor

By H. A. Dick, Jr.
H. A. Dick, Jr., Vice President

CONSENT OF SURETY

Date July 1, 19 68

We, FEDERAL INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

FEDERAL INSURANCE COMPANY
Charles A. Tomassene Jr.
Attorney-in-fact
Charles A. Tomassene Jr.
C. A. TOMASSENE & SONS
C. A. Tomassene Jr.
Resident Agent

(SEAL)

State Printing 87499

SEE LETTERS ATTACHED AMENDING THIS REQUEST.

Continuation of reasons for request:

Our order to Schmitt Steel, Inc. was placed on 1 April 68 and called for jobsite delivery of 48 rods for Bents 3 through 8 in three weeks (22 April 68) and the remaining 56 rods two weeks later (6 May 68). As soon as it was determined that early resolution of the dispute was not likely, we requested Schmitt Steel to explore possibilities of accomplishing the upsetting and machining of these rods by others not affected by the strike. All local area firms capable of performing this work were closed down by the strike. However, Schmitt was able to arrange with Gardiner Manufacturing Company of Oakland, California to do this work.

As a result of delays involved with the onset of the labor strike, arrangements for having the work done by Gardiner, and the necessity of shipping the rod stock to and from Oakland, the actual delivery dates on upset rods to our Portland yard were as follows:

No. of Rods	Carrier	Date Shipped	Date Received
16 ea	Mitchell Bros	21 May	23 May
9 ea	Ringsby	29 May	31 May
11 ea	Ringsby	31 May	3 June
23 ea	Ringsby	3 June	5 June
23 ea	Ringsby	4 June	6 June
22 ea	Ringsby	5 June	7 June

In addition to the above delays in shipment, we were directed by the Resident Engineer to perform extra work on these rods to sandblast, clean and apply epoxy to all unthreaded surfaces. This necessitated shipment to Portland rather than direct to the jobsite and required additional time on each shipment approximately as follows:

Sandblasting	1½ days
Cleaning & Epoxy Application	2 days
Handling & Shipment to Jobsite	1 day
Total per Shipment	4½ days

On the basis of the date of receipt of the last shipment of rods and the additional time for extra work described in the previous paragraph, an extension of time in the amount of 39 days is requested. This is determined on the basis of a delay of 32 days from 6 May to 7 June in receiving the last shipment of rods plus the next 4½ working days for extra work on 10 through 14 June.

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OREGON STATE HIGHWAY DEPT.
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It should further be pointed out that as of the date of Price Agreement No. 1 covering deletion of Item No. 9 from the contract on 6 June 68, all contract work except for demobilization was completed. All work on the project after this date is on an Extra Work Order basis under direction of the Resident Engineer. Furthermore, the scope and extent of items to be performed on an extra work basis have been increased from the "Description of Work" contained in the Special Provisions. And, contrary to the "Time of Completion" provisions, extra work has been ordered prior to completion of items in the bid schedule. For these reasons, and because the full scope of extra work to be performed is not completely determined at this time, it may be necessary request an additional extension of time upon completion of the project.

GENERAL CONSTRUCTION COMPANY
BOX 2768
PORTLAND, OREGON 97208

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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29 October 1968

Mr. R. D. Asburry, Division Engineer
Oregon State Highway Department
Salem, Oregon 97310

Reference: Contract No. 7114

Dear Sir:

Reference is made to our request for an extension of time on the above-referenced contract submitted to the Oregon State Highway Commission on 28 June 1968. In addition to our specific request for an extension of 39 days for reasons stated therein, it was pointed out in the final paragraph that Price Agreement No. 1, dated 6 June 1968, deleted all remaining contract work except for demobilition.

Since all work after 6 June 1968 was performed on an Extra Work Order basis under the direction of the Resident Engineer, it is requested that additional time be allowed to 6 September 1968 for completion of this contract. This request is based on Article 8-8 of the General Special Provisions, dated January 1966, wherein performance of extra work under Article 4-4 is included as one of the causes beyond the control of the contractor which may be used as a basis for time extension.

Since your files contain copies of all Price Agreements, Extra Work Orders and Force Account records pertaining to this project, it is not felt that documentation of this sort is necessary to substantiate this request. However, we shall be pleased to furnish any additional data or information which you may request.

RECEIVED
DIVISION ENGINEER - Division No. 2
OCT 30 1968
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

COPY

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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At your request, I am enclosing two (2) copies of UARCO No. 41007, dated 30 December 1967, the delivery and receipt memo signed by the truck driver who picked up H-beams at our yard on 30 December 1967.

Very truly yours,

GENERAL CONSTRUCTION COMPANY

Jack H. King
Project Manager

JHK/sh
1 Encl. (dupl.)

C. A. TOMASSENE & SONS

520 S. W. Sixth Avenue
PORTLAND, OREGON 97204
Telephone: 226-3741

November 5, 1968

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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Mr. R. D. Asbury
Division Engineer
Oregon State Highway Department
Salem, Oregon

Contract No. 7114
Waldport Bridge, Lincoln County

Dear Mr. Asbury:

With reference to the request for extension of time made by General Construction Company with respect to the above captioned job, we, the Federal Insurance Company do hereby consent to the request for extension to September 6, 1968.

Federal Insurance Company

John B. Tomassene Attorney in Fact

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DIVISION ENGINEER - Division No. 2
NOV 6 1968
ROUTING
ASBURY ☐ WIMER ☐ BOYD ☐
CANFIELD ☑ ☐ ☐

GENERAL CONSTRUCTION COMPANY

GENERAL CONTRACTORS

4850 N. W. FRONT AVENUE
BOX 2768
PORTLAND, OREGON 97208

29 October 1968

Mr. R. D. Asburry, Division Engineer
Oregon State Highway Department
Salem, Oregon 97310

Reference: Contract No. 7114

Dear Sir:

Reference is made to our request for an extension of time on the above-referenced contract submitted to the Oregon State Highway Commission on 28 June 1968. In addition to our specific request for an extension of 39 days for reasons stated therein, it was pointed out in the final paragraph that Price Agreement No. 1, dated 6 June 1968, deleted all remaining contract work except for demobilition.

Since all work after 6 June 1968 was performed on an Extra Work Order basis under the direction of the Resident Engineer, it is requested that additional time be allowed to 6 September 1968 for completion of this contract. This request is based on Article 8-8 of the General Special Provisions, dated January 1966, wherein performance of extra work under Article 4-4 is included as one of the causes beyond the control of the contractor which may be used as a basis for time extension.

Since your files contain copies of all Price Agreements, Extra Work Orders and Force Account records pertaining to this project, it is not felt that documentation of this sort is necessary to substantiate this request. However, we shall be pleased to furnish any additional data or information which you may request.

RECEIVED
DIVISION ENGINEER - Division No. 2
OCT 30 1968
ROUTING
ASBURRY ☑ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

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Oregon State Highway Department
29 October 1968
Page Two

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Very truly yours,

GENERAL CONSTRUCTION COMPANY

Jack H. King

Jack H. King
Project Manager

JHK/sh
1 Encl. (dupl.)

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OCT 30 1968
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CANFIELD ☐ ☐ ☐

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FOR FILING

21-1133

7114

November 6, 1968

Oregon State Highway Commission

Gentlemen:

The repair of the Alsea Bay (Waldport) Bridge Section of the Oregon Coast Highway, Contract No. 7114, is nearing completion. The final securing of the bridge to the new foundation and the jacking of the structure to restore its original grade line was a great deal more difficult and time consuming than had been anticipated.

Extreme difficulty was encountered in the proper sealing of the bottom of the suspension rods to insure against corrosion. The method finally evolved consisted of use of special concrete placed by divers. Also, the difficulties were increased by the many obstructions encountered under the old piers. These consisted of fascines, false seals, bags of concrete, and out-of-place piling, all of which had to be removed to insure a workmanlike job.

The cost will overrun $126,500 the present authorization of $705,000 making a total job cost of $831,500.

Chairman Jackson granted verbal approval of this contract overrun on November 4 and it will be presented to you on November 12 for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

TE:ja lms
bc: R. L. Porter
Victor D. Wolfe
Tom Edwards
E. S. Hunter
Ivan Merchant
L. H. Young
C. H. Maison
R. D. Asburry

RECEIVED
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FOR FILE
21-1133
7114

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1968

SUBJECT: Alsea Bay (Waldport) Bridge
Contract No. 7114
Prefix No. 21-1133
Oregon Coast Highway

To: Ivan D. Merchant
BRIDGE ENGINEER

Department

ATTENTION: C. A. Gardner

Herewith, returned, State Force Order No. 3 and form E-372, "Expected Overrun of Project Authorization" on the subject contract. You will note that State Force Order No. 3 has been changed to agree with form E-372. The reason for this discrepancy was that the state force order was made out approximately one month before the other form. Several unforeseen bills were presented in the interim which caused the difference.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDA:lf
Attachment

NOTED
TOM EDWARDS

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1968

SUBJECT: Overruns
Alsea Bay (Waldport) Bridge Section
Oregon Coast Highway
Contract No. 7114
Prefix No. 21-1133

To: Mr. Tom Edwards
Assistant State Highway Engineer
Department

The overruns on the subject contract were confined primarily to three items:

1. Engineering
2. (EWO #2) Miscellaneous Extra Work
3. Bid Item #9, "Furnish and Place Bolts", later converted to EWO #3.

The engineering overrun occurred for various reasons. The length of time needed for completion of project and the use of engineering personnel in operating the traffic lights was one. The Special Provisions for this project stated that flagmen shall be provided as required to control traffic. During the entire project, traffic had to be controlled by manually operated traffic lights. Engineering personnel operated these traffic lights so were charged to the engineering function. Also it was necessary to run numerous profiles by the engineering personnel, both to observe if any further deformation was occurring in the deck during the work on the footings, and also during the jacking exploration to see that the deck was brought back to proper grade.

Extra Work Order #2 was to cover all the miscellaneous extra work not covered by the contract which included, but was not necessarily limited to the encasing of the existing H beam piling with concrete placed on prior work, the placing of concrete plugs between the precast beams and the columns, and the jacking of the bents. $75,000 was set up in the authorization to cover this work. The final cost of this work is approximately $207,500.

Difficulties were encountered in the performing of all of this work. In the encasing of the existing piling, excavation had to be made to reach the proper depth for concrete encasement. This would be performed by the heavy barge equipment. They would move to another site on a high tide, but before the forms could placed, the sand would wash back in by the tides making it necessary for the barge to move back and re-excavate. The barge being able to move only on high tides increased both time and monies spent. In the placing of the concrete plugs between the beams and the columns, certain work had to be performed with the low tides, making it necessary for the workmen to move in and out of one location two or three times, increasing both time and monies. Both of the two items necessitated much underwater work increasing the work which had to be

NOTED
TOM EDWARDS

performed by divers which was very expensive. All new harness had to be prepared for the jacking of the bents which was quite expensive.

When excavating for the placement of the rods, many obstructions were encountered, fascines, false seals, bags of concrete, and other matters which were not anticipated at the time of contract yet had to be removed before the bolts could be properly placed. Due to these unforseen difficulties, this bid item was cancelled and this work was performed under EWO #3.

The above mentioned difficulty in excavating increased the cost of excavation. Also numerous pilings were encountered which had to be cut off for the proper placement of the bottom plate. In all of this work, like in EWO #2, the drifting of the sands between tides caused much re-excavation work to be done.

Difficulty was encountered in the proper sealing of the bottom of the rods. Several methods were tried, but were not satisfactory. The finally accepted method was a special concrete which was quite expensive. Also all this work had to be performed by divers, which also increased the cost. The excavation work could not be performed in the vicinity where the divers were operating due to the roiling of the waters by the excavating work. The divers could not see sufficiently to accomplish their work. These two phases of the operation had to be separated for this reason causing additional moving of the excavation equipment which could only be moved at high tide.

R.D. Asburry
R. D. Asburry
Division Engineer

RDA:mj

cc: E. S. Hunter
Ivan Merchant
George Danforth

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1968

SUBJECT: Alsea Bay (Waldport) Bridge
Contract No. 7114
Prefix No. 21-1133
Oregon Coast Highway

To: Mr. Ivan Merchant
Bridge Engineer
Department

Herewith for your consideration completed Form E-372 "Expected Overrun of Project Authorization" on the subject project.

We believe this will be the final one of these as the semi-final estimate is being submitted through this office this date which agrees with this form. The only work to do is the completion of SFO #3.

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R. D. Asburry
R. D. Asburry
Division Engineer

RDA:mj

10/21

Attached E372 says estimated cost $831,443

SFO 3 to complete work says estimated cost $795,000.

? ?

RECEIVED
DIVISION ENGINEER - Division No. 2
OCT 21 1968
ROUTING
ASBURRY ☑ WIMMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

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BRIDGE DIVISION
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Form E-372 (Rev. 10-66)

21-1133
7114

OREGON STATE HIGHWAY DEPARTMENT

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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Expected Overrun of Project Authorization

Project Alsea Bay (Waldport) Bridge Date October 14, 1968

Highway Oregon Coast Contract No. 7114

County Lincoln Kind of Work Foundation Repairs Contractor General Const. Co.

	Authorized	Estimated
Contract Amount	262,325.20	261,250.20
Anticipated Items	417,674.80	529,193.08
Contingency (4½%)	- - - -	- - - -
Engineering	25,000.00	41,000.00
Credits		
PROJECT COST	705,000.00	831,443.28

NET INCREASE $ 126,443.28 = 17.9%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
(A)	EWO 2 Misc. Extra Work	$ 251,121.11	55,121.11
(C)	EWO 1 Furnish & Place Bolts	200,519.56	40,019.56
(U)	SPO 2 Jacking	7,000.00	7,000.00
	Engineering	41,000.00	16,000.00
(U)	SPO 3 Grouting Rods	10,000.00	10,000.00

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 11-12-68
$ 126,500.00

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Principal reasons for overruns (Continue on reverse side): Additional work was encountered and adverse tides due, in part, to stormy weather delayed the completion of the job which caused an additional overrun of the original estimate on EWO 2 & 1. (See Reverse)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by George Danforth
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by
Division Engineer

Noted by
Deputy or State Highway Engineer

SP*23760-734

SFO 3 was used to complete the work because it is expected that State Forces can do it for less cost than the contractor, primarily due to use of cheaper equipment.

Engineering has overrun due to the extended time required for the work.

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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HOWARD, NEEDLES, TAMMEN & BERGENDOFF | HNTB
CONSULTING ENGINEERS
1326 FIFTH AVENUE, SEATTLE, WASHINGTON 98101
TELEPHONE: CODE 206, MAIN 3-4680

PARTNERS
RUBEN N. BERGENDOFF
JOSEF SORKIN
ELMER K. TIMBY
CARL L. ERB
FRANK E. BLEISTEIN
H. C. LAMBERTON, JR.
JAMES F. FINN
PAUL L. HEINEMAN
JOSEPH H. LOOPER
ROBERT O. DRANGE
DONALD E. HARPER
BERNARD H. ROTTINGHAUS
GERARD F. FOX
WILLIAM M. WACHTER
BROWNING CROW

ASSOCIATE
REX M. WHITTON

ADVISORY BOARD
ENOCH R. NEEDLES
JAMES P. EXUM
ELLIS E. PAUL
THEODORE J. CAMBERN

ERNEST E. HOWARD
1903 - 1953
HENRY C. TAMMEN
1908 - 1961

October 7, 1968

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

In Account With

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Consulting Engineers
Seattle, Washington

Invoice No. 1-2098-11

Re: Alsea Bay Bridge
No. 1746 A

For engineering services in connection with the field inspection and review of State's design plans for remedial foundation work for the South Approach to the Alsea Bay Bridge, No. 1746 A, in accordance with Mr. Tom Edwards' request January 2, 1968:

Payroll (Jan. 2, 1968 thru Period ending Mar. 1, 1968)			
D.E. Rasmussen	66 hrs.		
E.B. Johnson	10 hrs.		
Y.B. Tien	16 hrs.		
W.L. Laabs	2 hrs.		
Total PR	94 hrs.	@ $ 5.80 =	$ 545.
Overhead			$ 340.
Partner's Time out of Office (Jan/3-4/68)			
F.E. Bleistein	16 hrs	@ $15.00 =	$ 240.
Travel & Subsistence (detail attached)			
D.E. Rasmussen	Expense Report of 1-5-68	$ 18.	
F.E. Bleistein	Expense Report of 1-29-68 =	$151.	
Total Travel & Subsistence			$ 169.
Subtotal			$ 1,294.
Profit			$ 160.
AMOUNT DUE THIS INVOICE			$ 1,454.

We certify that the above statement is just and correct and payment has not been received.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF

By F.E. Bleistein
F.E. Bleistein

Approved 10/9/68
Asst. State Hwy. Engr.

ALEXANDRIA, VIRGINIA BOSTON CHARLESTON, WEST VIRGINIA CHICAGO CLEVELAND DALLAS DES MOINES
FAIRFIELD, NEW JERSEY HARRISBURG KANSAS CITY LAHORE, WEST PAKISTAN MIAMI MILWAUKEE MINNEAPOLIS
NEW YORK ORLANDO OVERLAND PARK, KANSAS PHILADELPHIA RICHMOND, VIRGINIA SEATTLE WASHINGTON

Name [illegible] Office Seattle Date Submitted 1-5-67

DATE	ITINERARY	PURPOSE
1-2-67	Seattle to Salem, Oregon	Meeting with client on Job:
1-4-67	Salem, Oregon to Seattle	2096-11-00
		in company with F.E. Bleistein,
		with transportation provided
		by [illegible].

Instructions on Reverse

OUT OF POCKET EXPENSE

Date	1-2-67	1-3-67	1-4-67					Total
Plane-Train-Bus	$							
Auto-Rental								
Auto-Personal Miles @ ¢/m								
Parking, Tolls, etc.								
Taxi								
Hotel	8.00	6.00						16.00
Breakfast		0.75	0.75					1.50
Lunch			0.65					.65
Dinner								
Telephone and Telegraph								
Miscellaneous (see instructions)								
Total Out of Pocket Expense	$ 6.00	6.75	1.40					18.15 (A)

RECONCILIATION OF CASH ADVANCES

1. Balance, due to (from) office per ______ (Date) expense report $ 0.00
2. Add advances received on ______ (Date) and ______ (Date) 0.00
3. Total cash to be accounted for 0.00
4. Less: (a) Out of pocket expense per above $ 18.15 (A)
(b) Cash returned with this report 0.00 18.15
5. Balance, due to (from) office $ 18.15
6. Send check for balance due from office to ______ (Address)

DISTRIBUTION OF EXPENSE

Office	Acct. No. / Job No.	Seq.	Sub Seq.	Exp. Type	Out of Pocket	CREDIT CARD USAGE Plane/Train	CREDIT CARD USAGE Car Rental	CREDIT CARD USAGE Other	Tickets Furnished	GRAND TOTAL
04	2098	11	00	27	18.15					18.15
TOTALS				(A)	18.15					18.15

APPROVED	Date	Initials	Date	Initials	Date	Initials
	1/10/67	[illegible]				
	Section Chief		Personnel		Accounting	

LOCAL RETAINED COPY

Name H B Heister Office Seattle Date Submitted 1-29-68

DATE	ITINERARY	PURPOSE
Jan 2-3-4, 1968	Seattle - Salem - Waldport	Alsea River Bridge
	- Salem - Seattle	Oregon Hwy Dept
	(by Car)	Job 2098-11

OUT OF POCKET EXPENSE

21887
21197
690

Date	1/2	1/3	1/4					Total
Plane-Train-Bus	$							
Auto-Rental								
Auto-Personal 690 Miles @ 15¢/m	✓	✓	103.50					103.50
Parking, Tolls, etc.								
Taxi								
Hotel		8.00	8.00					16.00
Breakfast		1.35	1.35					2.70
Lunch		(B) 6.00	0.75					6.75
Dinner	(B) 10.20	(A) 7.45						17.65
Telephone and Telegraph		0.80	0.80					1.60
Miscellaneous (see instructions)	1.50	1.25	0.25					3.00
Total Out of Pocket Expense	$11.70	24.85	114.65					151.20 (A)

(A) Meeting w/ Engineers

(B) Meeting w/ Engineers & Ivan Edwards

Instructions on Reverse

RECONCILIATION OF CASH ADVANCES

1. Balance, due to (from) office per ____________ expense report $________
Date
2. Add advances received on ____________ and ____________ ________
Date Date
3. Total cash to be accounted for ________
4. Less: (a) Out of pocket expense per above $________ (A)
(b) Cash returned with this report ________ ________
5. Balance, due to (from) office $________
6. Send check for balance due from office to ________________________
Address

DISTRIBUTION OF EXPENSE

Office	Acct. No. / Job No.	Seq.	Sub Seq.	Exp. Type	Out of Pocket	CREDIT CARD USAGE			Tickets Furnished	GRAND TOTAL
						Plane/Train	Car Rental	Other		
04	2098	11	00		151.20	—	—	—	—	151.20
TOTALS				(A)	151.20					151.20

APPROVED	Date	Initials	Date	Initials	Date	Initials
	Section Chief		Personnel		Accounting	

RECEIVED
JUL 26 1968
[illegible]

21-1133

7114

July 25, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization for Contract No. 7114 is apparent. This is the foundation repair for the Alsea Bay Bridge on the Oregon Coast Highway in Lincoln County. The original authorization was $523,036 and it appears that the final cost will be approximately $705,000. This is an overrun of just under 35 percent.

The chief reason for this overrun comes from our inability to accurately estimate the cost of jacking the structure to its original position. The contract called for this work to be done on a force account basis. The task has proven more difficult and much more expensive than was originally anticipated.

The matter was discussed with Chairman Glenn Jackson on July 19 at which time he gave his verbal approval. It will be on the agenda for the August 20 meeting for your confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ca lms
cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
R. D. Asburry

FORM E-30 (12-67)

21-1133

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1968

SUBJECT: Alsea Bay (Waldport) Bridge
Oregon Coast Highway
Contract No. 7114

To: Mr. Ivan Merchant
Bridge Engineer
Department

Herewith for your consideration completed Form E-372, "Expected Overrun of Project Authorization", on the subject project.

It is presently anticipated the project will overrun some $181,000 or a little under 35 per cent. I would be very glad to meet with you at any time to discuss this.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am
cc George Danforth

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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BRIDGE DIVISION
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Form E-372 (Rev. 10-66)

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OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Alsea Bay (Waldport) Bridge Date July 18, 1968

Highway Oregon Coast Contract No. 7114

County Lincoln Kind of Work Foundation Contractor General Construction Co.

	Authorized	Estimated
Contract Amount	$362,636.00	$262,325.20
Anticipated Items	135,400.00	417,052.41
Contingency (4½%)	—	—
Engineering	25,000.00	25,000.00
Credits		
PROJECT COST	523,036.00	704,377.61

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 8-20-68
$181,964.00

NET INCREASE $ 181,341.61 = 34.7%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount		Net Change
(C) 1. Furnish 14" ⌀ Cast-in-Place Pile Shells	$ 69,888.00	+	$16,138.00
(C) 2. Furnish 12" ⌀ Cast-in-Place Pile Shells	0.00	−	16,250.00
(C) 6. Concrete (Caps, etc.)	99,186.40	−	3,693.60
(C) 9. – E.W.O. #3 Furnish and Place Bolts Much additional work, not provided for in specifications or shown on plans, had to be performed in conjunction with this item. The item was deleted and placed on E.W.O basis (E.W.O. #3), as it could not be separated from the additional work.	160,500.00	+	62,500.00
(A) E.W.O. #2	196,000.00	+	121,000.00

Principal reasons for overruns (Continue on reverse side): Items 1 and 2: Due to availability of material and uniformity of operation, to expedite the project, only one size of pile shells used.
Item 9 – E.W.O. #3 False "seals", additional concrete, bagged concrete, fascines, (Over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

[illegible]
[illegible] copies: 11
George Danforth

Submitted by ______________________ Resident Engineer

Noted by ______________________ Construction or Bridge Engineer

Confirmed by ______________________ Division Engineer

Noted by ______________________ Deputy or State Highway Engineer

SP*22760-734

additional piling (over normal anticipated), etc., were encountered, which had to be removed before bolts could be placed requiring additional digging as well as additional equipment and labor to remove. This work was so integrated with the regular work of placing the bolts it could not be separated so Item 9 was deleted and placed on the same E.W.O. as the additional work. This E.W.O. also covers the epoxy covering of the bolts, also the use of special hydro-cement in capping the bottom plates and nuts.

E.W.O. #2 - Additional jacking of sagged portions of bridge have to be done over original anticipated. Also, cost of jacking exceeding original anticipated cost.

This order also covers the additional cost of lowering the beams by other methods than by lowering from deck as provided in contract (deck was too weak to permit lowering from it).

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 11 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUL 18 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
SEP 11 1968
OFFICE ENGINEERING
DIVISION

RECEIVED
JUN 7 - 1968

FOR FILING

21-1133

7114

June 7, 1968

6612

Mr. Wayne De Witt
Area Superintendent
Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Dear Sir:

According to our Accounting Division, your final billing for the emergency work you performed on the Alsea Bay Bridge was processed and submitted to the Secretary of State more than a week ago.

Payment should be in the mail to you before this letter reaches you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
C. H. Maison (enc.)
R. D. Asburry

RDA:am/VW:ja

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 - 285 - 9111 - Cable Address: WILDWEST

May 23, 1968

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper
State Highway Engineer

RE: Tom Edwards and Ray Asbury

Gentlemen:

We have received your letter of May 13, 1968 in regard to our claim for long distance telephone calls and loss due to theft on the emergency repairs at Waldport.

We acquiesce to your decision to disallow the above two items.

I trust that we shall receive the remainder of the money due in the very near future.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

Wayne D. Witt

Wayne De Witt
Area Superintendent

WDW:nb

[illegible]

MAINTENANCE ENGINEER
RECEIVED
MAY 29 1968
☐ ME ☐ AME ☐ AME ☐ OE ☐ AC
☐ BS ☐ ABS ☐ AA ☐ FILE ☐ TA

RECEIVED
MAY 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.

WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

RECEIVED
MAY 1 3 1968
FOR FILING

21-1153

7114

May 13, 1968

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Gentlemen:

I have studied your two claims, one for long-distance telephone calls in the amount of $133.90 and the other for losses incurred through theft and vandalism of equipment in the amount of $804.42, and the circumstances surrounding these claims as presented in your correspondence.

Our extra work procedures and equipment rental rates have been established through mutual agreement with the Associated General Contractors of America. By allowing a 15 percent overhead charge, provision has been made to cover the items of overhead such as telephone bills and the cost of precautionary measures to protect the contractor against theft and vandalism of the contractor's private property. The responsibility for such protection belongs to the contractor.

In view of this, I have no alternative but to deny payment of both the telephone and theft claims.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
R. D. Asburry
C. H. Maison (enc.)

ESH:je ja

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1968

SUBJECT: Controversial Bills
Alsea Bay (Waldport) Bridge
Oregon Coast Highway

To: Mr. E. S. Hunter
Maintenance Engineer
Department

There has been considerable correspondence between Willamette-Western Corporation, contractor on the subject project, and this office regarding billings for the work on this project. All of the billings except two have been, I believe, peacefully settled with payment made for most and the necessary paper work coming in soon for payment on the remainder with the exception of two bills, one covering the cost of telephone service incurred by the contractor on this project and, two, payment for contractor-owned materials and/or equipment lost allegedly while they were working on the project.

As we can not come to agreement on these two billings, I am submitting them on to you for consideration in the form of a claim to be resolved or a definite answer given by higher authority. My reasons for not approving these billings are as follows:

1. Telephone billing. The specifications covering Force Account Work definitely state that the percentage allowances made to the contractor are to cover overhead expenses, which I believe this is one, and no separate payments shall be made for them. The contractor alleges that these were excessive due to the nature of the work. I must agree that due to the nature of the work this could be higher than normally anticipated on ordinary, well organized projects but, likewise, due to the same reason the costs of the project, for which the State paid the contractor giving regular percentages, were higher than for a well organized project.

2. Loss incurred by contractor by theft or vandalism. It is my belief that it is the contractor's responsibility to take proper precautions against theft or vandalism of his property and not the State's. Thereby, it should be the contractor's responsibility to assume any loss incurred due to their not taking the necessary precautionary measures.

Attached for your perusal in reviewing this matter is the following data:

MAINTENANCE ENGINEER
RECEIVED
MAY 6 1968
☒ ME ☐ AME ☐ AME ☒ AOE ☐ AG
☐ BS ☐ ABS ☐ AA ☒ MLE ☐ TA

1. Copy of a letter from the contractor to this office dated April 30, 1968, explaining numerous other billings, but covering the two above items in particular on Page 2.

2. A copy of the telephone billing to the contractor for the month of January, 1968 (two sheets).

3. Copy of a memo type of invoice from Willamette-Western Corporation itemizing the materials or equipment alleged stolen with a brief explanation of why they think it should be paid.

4. Copy of an invoice from Kaward Inc., verifying the cost of the wire rope listed in the articles alleged stolen.

Your consideration of this matter will be greatly appreciated, as I would like to get all loose ends of this work tied together and try to forget it.

R.D. Asburry
R. D. Asburry
Division Engineer

RDA:am
cc Bill Hoffman

21-20

4-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 3, 1968

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Attention: Mr. Wayne DeWitt

Subject: Alsea Bay (Waldport) Bridge
Oregon Coast Highway

Gentlemen:

I thank you for your letter of April 30, 1968, containing further explanation of some of the controversial billing on the subject project. With this information, I am recommending for approval and have asked Mr. Bill Hoffman to proceed with submitting the billings on all of the items referred to in the above-mentioned letter with the exception of the telephone billing and the billing for the contractor-owned equipment or materials which were lost, presumably by theft, during the work period at Waldport. The reasons for not recommending approval of these two billings are still as stated in the meeting in this office Friday, April 26, which in brief form are as follows:

1. The telephone billing is specifically covered as a non-pay item in our Force Account specifications.

2. On stolen property I believe it is the contractor's responsibility rather than the State's to protect their own property from vandalism and theft and he should assume the liability for loss of same.

As we are not in agreement on these two items, I am forwarding to higher authority the data we have pertaining to them and asking them to consider the two items more on the basis of a claim, which will permit us to process and pay for the other bills and still discuss the two controversial bills.

Very truly yours,

R D Asburry

R. D. Asburry
Division Engineer

RDA:am
cc E. S. Hunter
Bill Hoffman

MAINTENANCE ENGINEER
RECEIVED
MAY 6 1968
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ ES ☐ ABS ☐ AA ☐ FILE ☐ TA

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 - 285 - 9111 • Cable Address: WILDWEST

April 30, 1968

RECEIVED
DIVISION ENGINEER - Division No. 2
MAY 1 1968
ROUTING
ASBURRY ☒ WIMER ☐ BOYD ☐
CANFIELD ☑ ☐ ☐

Mr. R. D. Asbury, Division Engineer
2960 East State Street, Room 205
Salem, Oregon

Subject: Alsea Bay Bridge Emergency Repairs
Waldport, Oregon

Dear Mr. Asbury:

In response to your request regarding additional clarification on certain invoices tendered to you for reimbursement in regard to subject work which were not quite clear to you at the time of our conference on April 29, 1968, we attach hereto documentary copies of invoices or purchase orders, together with explanatory notations which we hope will sufficiently clarify in your mind our position in feeling justified in the original submission of these invoices for reimbursement:

(1.) Willamette-Western's Blanket Release No. 1415 supporting Jack Moyes Invoice dated 1/10/65 covering pick up and delivery charges from O. S. H. D. offices to W-W yard, in the amount of $2.75, together with explanatory notation for the reason for same.

(2.) Copy of our original Purchase Order PF-950 to Don's Chevron at Waldport to cover Heater Fuel purchases for the workmen's Dry Shacks, with notation referring to the section of the Union Agreement requiring this.

(3.) Copy of Pacific Marine Service Invoice No. 2-31 covering sandblasting of barge pontoons after their return from use in salt water, on which we have listed the component pontoon make-up of the barges used in Waldport, and trust you will find this to be in order as invoiced and in line with formal agreement between both parties relative to restoration to original condition.

(4.) With respect to Newport Supply Co. Invoice No. 34533 covered by our Purchase Order PF-942 and Invoice No. 34564 covered by our Purchase Order PF-948, we are attaching copies of these two original purchase orders which, you will note, cover purchases made at your request to facilitate the torqueing up the plates on the supports. We have further followed up on this matter

WILLAMETTE TUG & BARGE CO
WILLAMETTE HI-GRADE CONCRETE CO.

WESTERN PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

once again to make sure of the justification of these reimbursements, and our warehouseman again confirms that these Drivers, Sockets, Adaptors and Extensions were not returned to our Portland Warehouse, and further check with foremen on the job discloses that as far as is known these tools were still in the custody of the O. S. H. D. crew who were still using our Air Tuggers subsequent to the conclusion of our work on this phase of the operation.

With further reference to the long distance telephone charges which we submitted for reimbursement because they far exceeded "normal overhead" experienced by us, we researched our accounts payable files to determine from an actual experience basis just what "normal" is on like operations. On two of our out-of-town jobs of reasonably close scope, and of comparable distance, for the thirty-day period during January 1968 on the Halsey job, our toll call charge was an even $50.00. For further comparison the toll charges for the month of March on the Lewis River job was $58.91, which would tend to substantiate our contention that the emergency nature of the Waldport job did in fact increase our overhead on this item by approximately $75.00 to $80.00 above "normal" overhead.

In the matter of the Willamette-Western invoice covering theft of materials and tools, after our conversation with you we felt that you indeed have a point in that as contractors should assume normal precautions in the matter of protective measures, but we also wonder whether you might find it possible to extend us the consideration of a little more review of our position in the matter from the standpoint that for us to have delayed the work for sufficient time to erect a warehouse would no doubt have been intollerable. On the other hand, had we trucked down prefabed facilities, it would have required no less than three trucks to accommodate these buildings. Had this been done, without doubt you would have approved payment of the $600.00 freight charge as justifiable. Again, had we delayed shipment of barges and equipment at the expense of getting protective facilities there first, this delay more than likely would also have been intollerable in the light of the emergency existing. Our feeling, from the standpoint of what we ourselves feel is just and right, is that we acted in the best faith possible in the State's interests and that there exists a dual responsibility in this matter at best. If you do not consider us to be out of line, we would like to propose a 50/50 split on this controversial matter.

April 30, 1968
Page -3-
Mr. R. D. Asbury

We are most appreciative of your many courtesies and considerations throughout our entire relationship, and are more than anxious to be of any further help that you may with to call on us for, or for any further information you may require.

Yours very truly,

WILLAMETTE-WESTERN CORPORATION

Wayne DeWitt
Earl [illegible]

Wayne DeWitt
Area Superintendent

WD/bm

Encl. 4

HYDRAULIC & BUCKET DREDGING • MARINE CONSTRUCTION • PILEDRIVING • SUBMARINE PIPELINES • INTAKES AND OUTFALLS • LAND SUBSTRUCTURES

WILLAMETTE-WESTERN CORPORATION

WILLAMETTE TUG AND BARGE CO
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN PACIFIC DREDGING CORP.
WESTERN PACIFIC PILEDRIVING CO.

FOOT OF NORTH PORTSMOUTH AVENUE. PORTLAND. OREGON 97203
503-285-9111 24 - HOUR ANSWERING AND 2 - WAY RADIO DISPATCHED SERVICE
"HELPING BUILD THE WEST"

JOB LOCATION Alsea Bridge

DATE February 9, 1968

SOLD TO Oregon State Highway Dept.
Salem, Oregon

YOUR NO. Prefix 21-4420-152-11

INVOICE NO. 2-409/9380

ATTENTION: Mr. Ray Asbury

TERMS: NET CASH

Under ordinary bid conditions, theft and vandalism insurance is carried on a "deductible" clause basis, and all bids contain an item in the bid to cover amounts expected to be lost under the deductible clause, on an "experience" basis.

Such protective measures are not possible to provide for on Force Account rulings that we are aware of, and we request reimbursement to cover actual loss experienced from theft on the Alsea Bridge Emergency Repair job. On a Force Account basis we do not feel we should be required to sustain these losses on items which we had provided to accomplish the work required. Inasmuch as the emergency nature of this work and the hurried time element to fulfill your needs as requested did not allow us ample opportunity to provide proper protection procedures to guard against theft of these items.

PFO #931	Kaward, Inc., Newport	2000' 5/8 6/25 IWRC Stolen from jobsite 1/4/68		$ 444.00
PFO #947	Waldport Auto Elect. Co. Inv. #	One only NAPA battery to replace one stolen from 250 Amp welder on rental to us by Welders Supply		19.42
	Willamette-Western Corp.	W-W #175	Oxygen regulator	35.00
	" " " "	W-W #176	"" "	35.00
	" " "	W-W #172	Acetylene regulator	35.00
	" " "	W-W #173	" "	35.00
	" " "	Torch #181		20.00
	" " "	Torch #182		20.00
	" " "	Butt #96		33.00
	" " "	Butt #179		33.00
	" " "	1 1/2 Ton Com-A-Long W.W. #83		95.00
				$ 804.42

Wayne D. Smith

THANK YOU FOR THE OPPORTUNITY
TO BE OF SERVICE.

SHIP ASSISTING • TOWING • LAND AND WATER CRANES • BARGING • MARINE SALVAGE
READYMIX CONCRETE • SAND AND GRAVEL • CRUSHED ROCK • FILL MATERIAL • TRUCK - RAIL - BARGE DELIVERY

[illegible] INC.

P.O. Box [illegible] Phone 563-5325

Waldport, Oregon

97394

1 - 19 - [illegible]

TO: [illegible]

Dept of [illegible]

[illegible], Oregon [illegible]

RE: [illegible] 931

J.O. 5303

- -

[illegible] [illegible]

[illegible] 444.[illegible]

JAN 1968
RECEIVED
Willamette Western Corp.

Frank Lundy

"Your Local Napa Jobber"

NAPA

GET IT FROM YOUR JOBBER

WALDPORT AUTO ELECTRIC, INC.

AUTO-TRUCK
P. O. BOX 670
PARTS AND SUPPLIES
PHONE 563-2494
WALDPORT, OREGON 97394

CUSTOMER'S ORDER NO. PO 947 ✓ DATE 1/10 1968

SOLD TO WILLIAMETTE WESTERN

ADDRESS

SALESMAN

MDSE SOLD			MDSE RETD		REC'D ON	
CASH	CHARGE	C O D	CASH	CREDIT	ACC'T	NOTE
	✓					

QUANTITY	PARTS NUMBER	DESCRIPTION		PRICE	AMOUNT	
1	3290	Napa Battery	25 95		18	42
		Acid			1	00
1	7200	Mac's Starting Fluid	1 25		1	00
1	171	Thomson Thermostat	3 50		2	10
1		" " gkt		25		20
1	4-1940	DK pedal pad	1 63		1	30
1	4-1943	" "	2 13		1	70
1	4-1944	" "	2 73		2	18
4	J-6J	Champ plugs	1 12	68	2	72
2	4546-1	G.E. Bulb	2 55	1 54	3	08

2545

RECEIVED BY

TOTAL 33 70

No goods accepted for credit without this order number and our consent. On goods [illegible] 10% handling charge will be made. 1% carrying charge per month will be charged on all past due accounts [illegible] charge of 50¢. Preserve this notice — [illegible]

110	PORTLAND	ORE	285	9111	WALDPRT	ORE	1	60
110	NEWPORT	ORE	265	9963	WALDPRT	ORE	1	15
110	TOLEDO	ORE	336	2556	WALDPRT	ORE	1	20
110	PORTLAND	ORE	228	7501	WALDPRT	ORE	1	60
110	PORTLAND	ORE	228	7561	WALDPRT	ORE	1	60
111	WALDPORT	ORE	563	2427			6	150
111	ORCHARDS	WASH	892	8476	WALDPRT	ORE	3	60
111	NEWPORT	ORE	265	2345	WALDPRT	ORE	2	15
111	NEWPORT	ORE	265	5721	WALDPRT	ORE	1	15
111	PORTLAND	ORE	285	9111	WALDPRT	ORE	1	75
111	PORTLAND	ORE	285	9111	WALDPRT	ORE	1	75
111	PORTLAND	ORE	285	9111	WALDPRT	ORE	1	210
111	PORTLAND	ORE	285	9111	WALDPRT	ORE	1	105
111	TOLEDO	ORE	336	2556	WALDPRT	ORE	1	15
111	INDEPENDNC	ORE	838	0284	WALDPRT	ORE	2	35
112	WALDPORT	ORE	563	3566			2	90
112	WALDPORT	ORE	563	3566			1	105
112	WALDPORT	ORE	563	3566			1	60
112	WALDPORT	ORE	563	3566			1	60
112	SALEM	ORE	363	4343	WALDPRT	ORE	1	120
112	PORTLAND	ORE	285	9111	WALDPRT	ORE	1	135
112	PORTLAND	ORE	285	9111	WALDPRT	ORE	2	105
112	PORTLAND	ORE	285	9111	WALDPRT	ORE	1	105

* CLASS OF CALL - SEE REVERSE OF FIRST PAGE

TOLLS BILLED TO 20

1229	LONGVIEW	WASH	423
109	WALDPORT	ORE	563
109	WALDPORT	ORE	563
109	WALDPORT	ORE	563
109	AUMSVILLE	ORE	743
109	NEWPORT	ORE	265
109	PORTLAND	ORE	285
109	PORTLAND	ORE	285
109	PORTLAND	ORE	285
109	PORTLAND	ORE	285
109	PORTLAND	ORE	285
109	PORTLAND	ORE	228
110	WALDPORT	ORE	563
110	WALDPORT	ORE	563
110	WALDPORT	ORE	563
110	PORTLAND	ORE	224
110	VANCOUVER	WASH	695
110	PORTLAND	ORE	285
110	PORTLAND	ORE	285
110	PORTLAND	ORE	285
110	PORTLAND	ORE	285
110	PORTLAND	ORE	285

* CLASS OF CALL - SEE REVERSE OF FI

	PLACE CALLED OR COLLECT CALL				FROM PLACE		CL *	AMOUNT
112	PORTLAND	ORE	285	9111	WALDPRT	ORE	1	60
112	PORTLAND	ORE	285	9111	WALDPRT	ORE	2	75
112	PORTLAND	ORE	285	9111	WALDPRT	ORE	1	90
112	PORTLAND	ORE	285	9111	WALDPRT	ORE	1	120
112	BEAVERTON	ORE	646	1775	WALDPRT	ORE	2	40
112	TOLEDO	ORE	336	2556	WALDPRT	ORE	1	15
112	TOLEDO	ORE	336	2556	WALDPRT	ORE	1	15
112	STAFFORD	ORE	638	4128	WALDPRT	ORE	1	55
112	TIGARD	ORE	639	3741	WALDPRT	ORE	1	130
112	PORTLAND	ORE	289	8462	WALDPRT	ORE	2	45
113	WALDPORT	ORE	563	3566			5	265
113	WALDPORT	ORE	563	3566			5	595
113	WALDPORT	ORE	563	3566			2	45
113	WALDPORT	ORE	563	3566			2	45
113	ORCHARDS	WASH	892	8476	WALDPRT	ORE	3	75
113	PORTLAND	ORE	285	9111	WALDPRT	ORE	2	45
113	TOLEDO	ORE	336	2556	WALDPRT	ORE	2	15
113	TOLEDO	ORE	336	2556	WALDPRT	ORE	2	15
113	TOLEDO	ORE	336	2556	WALDPRT	ORE	2	15
114	WALDPORT	ORE	563	3566			3	45
114	WALDPORT	ORE	563	3566			3	105
114	WALDPORT	ORE	563	3566			3	60
114	ORCHARDS	WASH	892	8476	WALDPRT	ORE	3	135

* CLASS OF CALL - SEE REVERSE OF FIRST PAGE

DATE MO. DAY	PLACE CALLED OR COLLECT CALL		
114	AUMSVILLE	ORE	743
114	HARRISBURG	ORE	995
114	PORTLAND	ORE	285
114	PORTLAND	ORE	285
114	TOLEDO	ORE	336
114	TOLEDO	ORE	336
114	TIGARD	ORE	639
114	PORTLAND	ORE	289
114	PORTLAND	ORE	289
115	WALDPORT	ORE	563
115	WALDPORT	ORE	563
115	WALDPORT	ORE	563
115	WALDPORT	ORE	563
115	WALDPORT	ORE	563
115	ORCHARDS	WASH	892
115	AUMSVILLE	ORE	743
115	PORTLAND	ORE	285
115	PORTLAND	ORE	285
115	PORTLAND	ORE	285
115	PORTLAND	ORE	285
115	INDEPENDNC	ORE	838
115	INDEPENDNC	ORE	838
116	WALDPORT	ORE	563

* CLASS OF CALL - SEE REVERSE OF

LDPRT ORE	1	60
LDPRT ORE	1	15
LDPRT ORE	1	20
LDPRT ORE	1	60
ALDPRT ORE	1	60
	6	150
ALDPRT ORE	3	60
LDPRT ORE	2	15
ALDPRT ORE	1	15
ALDPRT ORE	1	75
ALDPRT ORE	1	75
ALDPRT ORE	1	210
ALDPRT ORE	1	105
ALDPRT ORE	1	15
ALDPRT ORE	2	35
	2	90
	1	105
	1	60
	1	60
WALDPRT ORE	1	120
WALDPRT ORE	1	135
WALDPRT ORE	2	105
WALDPRT ORE	1	105

TOLLS BILLED TO 206 5329

1229	LONGVIEW WASH	423 0580		1	~~40~~
109	WALDPORT ORE	563 2400		1	60
109	WALDPORT ORE	563 3566		1	60
109	WALDPORT ORE	563 3566		1	180
109	AUMSVILLE ORE	743 2418	WALDPRT ORE	1	210
109	NEWPORT ORE	265 2193	WALDPRT ORE	1	15
109	PORTLAND ORE	285 9111	WALDPRT ORE	1	225
109	PORTLAND ORE	285 9111	WALDPRT ORE	1	315
109	PORTLAND ORE	285 9111	WALDPRT ORE	1	255
109	PORTLAND ORE	285 9111	WALDPRT ORE	1	165
109	PORTLAND ORE	285 9111	WALDPRT ORE	1	150
109	PORTLAND ORE	228 6041	WALDPRT ORE	2	45
110	WALDPORT ORE	563 2400		1	60
110	WALDPORT ORE	563 3566		5	235
110	WALDPORT ORE	563 3566		5	505
110	PORTLAND ORE	224 7207	WALDPRT ORE	1	75
110	VANCOUVER WASH	695 1406	WALDPRT ORE	2	60
110	PORTLAND ORE	285 9111	WALDPRT ORE	1	180
110	PORTLAND ORE	285 9111	WALDPRT ORE	2	180
110	PORTLAND ORE	285 9111	WALDPRT ORE	1	120
110	PORTLAND ORE	285 9111	WALDPRT ORE	1	75
110	PORTLAND ORE	285 9111	WALDPRT ORE	2	60

* CLASS OF CALL - SEE REVERSE OF FIRST PAGE

FROM PLAC	CL	AMOUNT
WALDPRT ORE	1	60
WALDPRT ORE	2	75
WALDPRT ORE	1	90
WALDPRT ORE	1	120
WALDPRT ORE	2	40
ALDPRT ORE	1	15
WALDPRT ORE	1	15
WALDPRT ORE	1	55
WALDPRT ORE	1	130
WALDPRT ORE	2	45
	5	265
	5	595
	2	45
	2	45
WALDPRT ORE	3	75
WALDPRT ORE	2	45
WALDPRT ORE	2	15
WALDPRT ORE	2	15
WALDPRT ORE	2	15
	3	45
	3	105
	3	60
WALDPRT ORE	3	135

DATE NO. DAY	PLACE CALLED OR COLLECT CALL	TELEPHONE NUMBER	FROM PLACE	CL	AMOUNT
114	AUMSVILLE ORE	743 2418	WALDPRT ORE	2	90
114	HARRISBURG ORE	995 2336	WALDPRT ORE	2	55
114	PORTLAND ORE	285 9111	WALDPRT ORE	2	45
114	PORTLAND ORE	285 9111	WALDPRT ORE	2	45
114	TOLEDO ORE	336 2556	WALDPRT ORE	2	15
114	TOLEDO ORE	336 2556	WALDPRT ORE	2	15
114	TIGARD ORE	639 3741	WALDPRT ORE	2	80
114	PORTLAND ORE	289 8462	WALDPRT ORE	2	45
114	PORTLAND ORE	289 8462	WALDPRT ORE	2	45
115	WALDPORT ORE	563 3566		5	115
115	WALDPORT ORE	563 2400		1	60
115	WALDPORT ORE	563 3566		1	50
115	WALDPORT ORE	563 3566		1	30
115	WALDPORT ORE	563 3566		1	135
115	ORCHARDS WASH	892 8476	WALDPRT ORE	6	200
115	AUMSVILLE ORE	743 2418	WALDPRT ORE	2	120
115	PORTLAND ORE	285 5660	WALDPRT ORE	1	60
115	PORTLAND ORE	285 9111	WALDPRT ORE	1	135
115	PORTLAND ORE	285 9111	WALDPRT ORE	1	75
115	PORTLAND ORE	285 9111	WALDPRT ORE	1	60
115	INDEPENDNC ORE	838 0284	WALDPRT ORE	2	55
115	INDEPENDNC ORE	838 0284	WALDPRT ORE	2	35
116	WALDPORT ORE	563 2400		1	60

* CLASS OF CALL - SEE REVERSE OF FIRST PAGE

DATE MO DAY	PLACE CALLED OR COLLECT CALL		TELEPHONE NUMBER		FROM PLACE	CL *	AMOUNT
116	WALDPORT	ORE	563	3566		1	60
116	ORCHARDS	WASH	892	8476	WALDPRT ORE	3	195
116	ORCHARDS	WASH	892	8476	WALDPRT ORE	3	45
116	AUMSVILLE	ORE	743	2418	WALDPRT ORE	2	160
116	PORTLAND	ORE	285	9111	WALDPRT ORE	1	195
116	PORTLAND	ORE	285	9111	WALDPRT ORE	1	105
116	INDEPENDNC	ORE	838	0284	WALDPRT ORE	2	115
116	KNAPPA	ORE	458	4961	WALDPRT ORE	1	65
116	TIGARD	ORE	639	3741	WALDPRT ORE	2	80
117	WALDPORT	ORE	563	3566		5	445
117	LONGVIEW	WASH	425	2150		1	~~40~~
117	ORCHARDS	WASH	892	8476	WALDPRT ORE	2	45
117	ORCHARDS	WASH	892	8476	DELAKE ORE	3	~~120~~
117	AUMSVILLE	ORE	743	2418	WALDPRT ORE	2	110
117	WALDPORT	ORE	563	2400	DELAKE ORE	2	35
117	SALEM	ORE	363	4343	WALDPRT ORE	1	105
117	PORTLAND	ORE	254	2511	WALDPRT ORE	1	60
117	PORTLAND	ORE	285	9111	WALDPRT ORE	1	330
117	PORTLAND	ORE	285	9111	WALDPRT ORE	1	135
117	PORTLAND	ORE	285	9111	WALDPRT ORE	2	45
117	PORTLAND	ORE	285	9111	WALDPRT ORE	1	60
117	TOLEDO	ORE	336	2556	WALDPRT ORE	2	15
118	WALDPORT	ORE	563	3566		5	505

* CLASS OF CALL - SEE REVERSE OF FIRST PAGE

PAGE 47 CONTD 285 9111- JAN 68

	PLACE CALLED OR COLLECT CALL		TELEPHONE NUMBER		FROM PLACE	CL *	AMOUNT
118	WALDPORT	ORE	563	3566		5	265
118	WALDPORT	ORE	563	3566		5	175
118	WALDPORT	ORE	563	2400		1	75
118	WALDPORT	ORE	563	3566		1	60
118	PORTLAND	ORE	285	9111	WALDPRT ORE	1	315
118	PORTLAND	ORE	285	9111	WALDPRT ORE	1	210
118	PORTLAND	ORE	285	9111	WALDPRT ORE	1	60
118	PORTLAND	ORE	285	9111	WALDPRT ORE	1	105
118	PORTLAND	ORE	285	9111	WALDPRT ORE	1	60
118	INDEPENDNC	ORE	838	0284	WALDPRT ORE	2	45
118	TIGARD	ORE	639	3741	WALDPRT ORE	2	160
					SUBTOTAL		13390

13.90

* CLASS OF CALL - SEE REVERSE OF FIRST PAGE

PAGE 48 CONTD 285 9111- JAN 68

RECEIVED
MAR 15 1968

21-1133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

21-1133
1114

March 12, 1968

General Construction Company
P. O. Box 2768
Portland, Oregon 97208

Attention: Mr. Jack King

Subject: Piling
Waldport Bridge Section
Oregon Coast Highway
Contract No. 7114

Gentlemen:

The subject contract calls for the use of two sizes of cast in place pile shells—namely, 14-inch and 12-inch. Approval is hereby given for the changing of this so that 14-inch cast in place pile shells may be used throughout the entire project, therein eliminating the 12-inch.

No special order will be needed for this, as we have an item in the contract covering the 14-inch cast in place pile shells. If 14-inch cast in place pile shells are used throughout the entire project, they will be paid for as such under the provisions of the subject contract.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:sm
cc Tom Edwards
Ivan Marchant
George Danforth

NOTED
TOM EDWARDS

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MAR 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HERMISTON
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. F. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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[illegible] 1968
FOR FILING

21-1133
7114

February 6, 1968

General Construction Company
4650 N. W. Front Avenue
Portland, Oregon 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7114, awarded January 23, 1968, for foundation work on the Waldport Bridge on the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

C. A. Tomassene & Sons
ICO Building
Portland 4, Oregon

RECEIVED
FEB 7 - 1968

FORM E-30 30M 10-66

31-1133
7114

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1968

SUBJECT: Alsea Bridge Repairs

To: Memo to the Files

The following items were discussed with Mr. Tom Edwards on January 24 in his office:

1. Western Willamette demobilization operations are under way as of last Friday night. He emphasized that care should be taken in order that the bills could be audited. Mr. John Howard was contacted in the Salem Office Building and requested to have the same man check the labor, equipment, and materials for demobilization in the Willamette yards in Portland. This man observed the mobilization of the two smaller barges and equipment therefore can identify the material returning. Force account sheets will be sent to this office to identify an account for this work. The effort on the demobilization of the large barge and crane was on a lump sum basis.

2. Engineering - George Danforth and Jack Martin are indicated as being sufficient personnel to handle this forthcoming contract. $25,000 is in engineering funds.

3. $75,000 in extra work is included in the authorization. This money is primarily for anticipated work.

4. The placing of the beams by cranes on the deck will be allowed. The beams must be transported to the site by barge but they can be placed by cranes from the bridge deck. Extreme caution should be exercised, and the work should progress from north to south, the cranes remaining northerly of installed beams which are under final stresses.

5. A sketch should be prepared by Mr. George Danforth at a scale of 1"-20' showing the piles and details of the temporary suspension on Bent 12. This sketch should be prepared immediately and transmitted to this office to enable stage design for final repair at this bent.

R. D. Asburry
Division Engineer

By J B Boyd
J. B. Boyd
Assistant Division Engineer

NOTED
TOM EDWARDS

JBB:mj
cc: Mr. Tom Edwards
Mr. E. S. Hunter
Mr. George Danforth
Mr. John Howard

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JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM B-90 80M 7-64 SP*6229-734

21-1133

7114

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1968

SUBJECT: Contract No. 7114

To: MEMO TO FILES

On January 23, 1968 the Highway Commission approved the award of a negotiated contract with General Construction Company for foundation work on the Waldport Bridge on the Oregon Coast Highway in Lincoln County.

The Bridge Division hand delivered this contract, which was assigned Contract No. 7114, to General Construction Company for signature later that same day.

Floyd Query
Floyd Query, Secretary

wln

Proposals were submitted by:

Hamilton Constru Co.	$451,000
Willamette Western Corp.	378,851
General Constru Co.	362,636

above figures from tabulation of bids on plans of 1-19-68 handed to me by Tom Edwards

RECEIVED
FEB 5 - 1968

21-1133

7114

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1968

SUBJECT: Statement of Cost
Temporary Repairs to Alsea Bay Bridge
Assignment No. 390

To:

Mr. E. S. Hunter
Maintenance Engineer
Department

Herewith as requested by the subject assignment is an estimate of the statement of cost of the temporary repairs to the Alsea Bay Bridge.

This estimate is from our records, which have been checked with the contractor's work sheets for work performed on the site. No billing has as yet been received for the mobililization and demobilization, some of which has yet to be done. This we can estimate only.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:JGC:am

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JAN 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

E

NOTED
TOM EDWARDS

1-29-68
Xerox Copy for Edwards
Young
Mason

ESH

MAINTENANCE ENGINEER
RECEIVED
JAN 26 1968

☑ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BS ☐ ABS ☐ AA ☐ FILE ☐ TA

WALDPORT BRIDGE REPAIR

1. State Forces

Sandquist's Crews	$ 30,044.16
Fretwell's Crew	5,441.88
Bridge (Adamson's) Crew	9,689.83
Piling Inspection (Martin, Danforth & Linson)	2,670.36
Flagging (Steel, Wells, Evans Crews)	6,481.02
Engineering (Patterson & Barnhart)	8,250.17
Division III	341.00
Shops (Including Materials, Sign & Electrical Crews)	27,900.00
Six Concrete Beams (Morse Bros.) Estimate	14,000.00
Total State Force Costs	$104,818.42

JGC:am
1-26-68

WALDPORT BRIDGE REPAIR

2. Contractor's Costs

Barge #1	$ 55,016.90
Barge #2	24,190.35
Barge #3	22,963.29
Tug	1,071.00
D-8 Cat	940.00
Travel Time	6,160.00
Paul Lewis	350.00
Materials and Hauling	19,380.00
Miscellaneous	1,068.00
Two Divers (Commercial)	2,108.00
20% on all above items	26,649.51
Move in and out of three barges (Estimate)	24,000.00
Total Contractor's Costs	$183,897.05

Estimated Total Cost Temporary Repairs to Alsea Bay Bridge	$288,715.47
Moffitt's Extra Gang - Rock Placement	$ 24,263.00

JGC:am
1-26-68

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1968
FORM E-30 50M 10-65

21-1133

7114

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1968

SUBJECT: Funds to Cover Alsea Bridge Repairs

To:

Mr. Tom Edwards
Assistant State Highway Engineer

Building

At the present time, temporary repairs to the Alsea Bridge are estimated to total about $300,000 and permanent repairs about $525,000 for a total of $825,000.

In an effort to avoid asking for construction funds to cover the bridge repairs, I am recommending that the Maintenance Division funds be readjusted to cover the cost of both temporary and permanent repairs.

This can be done by using all the money remaining in the Emergency and Safety Projects funds and by reducing the Minor Betterment balance to $415,000. This would not affect our General Maintenance budget which is rather tight at $17,000,000.

The following tabulation is the record of expenditures as of January 1, 1968:

General Maintenance Budget..........	$17,000,000
Expended as of 1-1-68.........	8,300,000
Balance...............	$ 8,700,000
Minor Betterment Budget.............	$ 2,000,000
Expended as of 1-1-68.........	1,350,000
Balance...............	$ 650,000
Contingency for Emergencies.........	$ 500,000
Expended as of 1-1-68.........	---
Balance...............	$ 500,000
Contingency for Safety Projects.....	$ 400,000
Expended as of 1-1-68.........	310,000
Balance...............	$ 90,000

Copy - Cooper [illegible] [illegible] [illegible] Hunter Maison 2-5-68

APPROVED 2/5/68
Tom Edwards
ASST. STATE HWY. ENGR.

E S Hunter
E. S. Hunter
Maintenance Engineer

RECEIVED
JAN 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ESH:je
cc: C. H. Maison

RECEIVED
JAN 25

21-20

FORM 2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

21-1133

7114

Salem, Oregon
January 23, 1968

SUBJECT: Alsea Bay Bridge at Waldport
Oregon Coast Highway

To: Memo to the Files

Contract 7114

It is planned on the forthcoming contract to make the final repairs on the subject bridge that the State provide and take care of the facilities for the control of traffic. This will mean that we will have to maintain and operate with State forces the traffic control devices.

As for the illumination on the bridge, we will leave in place until a successful contractor is determined and if he so wishes we will leave the illumination facilities on the bridge for his use but require that he perform the maintenance on them. Should his operations not warrant and he not want the illumination left on the bridge, we will with State forces remove these facilities as soon as this is determined. Should he desire to use the facilities, when he has completed his work we will with State forces remove the facilities and salvage what we can of them.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:sm
cc Tom Edwards
E. S. Hunter
H. C. Johnson
George Danforth
Bill Lehman

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

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JAN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 24 1968

21-1133

7114

770A
1-23-68

Salem, Oregon
January 23, 1968

Mr. R. D. Asburry
Division Engineer

The Commission approved this date the award of a contract to General Construction Company for repairs to the Alsea Bay Bridge in the amount of $362,636.

The project authorization will include, in addition thereto, $60,400 for concrete beams to be furnished by the State f.o.b. bridge site, $75,000 extra work, and $25,000 engineering, for a total of $523,036.

Contracts have been offered to General Construction Company for signature. It will be proceeding shortly.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
Floyd Query
R. L. Porter
Victor D. Wolfe
Ivan Merchant
E. S. Hunter
L. H. Young
C. H. Maison

RECEIVED
JAN 24

91-1155
7114

ALSEA BRIDGE - WALDPORT

Weekly Report 1-14-68 to 1-19-68

1-14-68: Tried to place concrete beams with barges afloat. Could not do. Have to place beams at low tide only. Core drill broke down. Ordered in Division II drill. Placed concrete beam on south side Bent 17 - not bolted. Moved barges to span between Bents 16 and 17. Completed the steel structure on east side Bent 16. Completed exploration Bent 21, piling in good condition.

1-15-68: Too much water to place concrete beam at a.m. low tide. Will have to place at neap tide. Moved Barges 1 and 2 to Bent 18. Worked on steel support structure both ends. Placed concrete beams on north side Bent 17 and south side of 16 at neap tide. Moffitt placing rock around Pier 9. Last concrete beam arrived on project.

1-16-68: Last three concrete beams loaded on transport. Placed concrete beam on north side Bent 16. Completed steel support structure for concrete beam on north side Bent 18. Rock placement continued at Pier 9.

1-17-68: Placed concrete beam north side Bent 18. Rock placement continued at Pier 9. Completed all steel support structures.

1-18-68: Placed concrete beam south side Bent 18 (last concrete beam this operation). All rods so far had been tightened by manpower only. Started further tightening with 1½ ton air winch (Tugger) pulling on a 4'+ handle winch. Tightened all rods on Bent 17 and five on Bent 16. Completed rock placement work Pier 9. Started on Pier 10.

1-19-68: Completed placing of all materials and final tightening on Bents 16 and 18. This completes all proposed emergency work except final tightening of rods on bents 12 and 13, which will be done next Monday. Should complete rock placement work Pier 10.

Division Engineer

NOTED
TOM EDWARDS

cc Maintenance Department
Bridge Department

WALDPORT BRIDGE REPAIR

Costs Saturday, January 13, to Friday, January 19, 1968

I. STATE FORCES:

Division II (from John Canfield)

Bridge Maintenance	$ 5,670.00
Fretwell's Crew (drilling)	4,645.00
Electric Crew	2,050.00
Moffitt's Extra Gang - Rock Placement	7,008.00
Flagging	
John Wells' Crew	2,002.00
Monte Evans' Crew	500.00
Inspection (Danforth and Martin)	730.00
Patterson's Crew (Engineering)	1,920.00
Barnhart's Crew (Engineering)	231.00
Total for Week	$ 24,756.00
Total Last Week	88,121.00
Total	$112,877.00

Does not include cost of concrete beams.

II. RENTAL EQUIPMENT:

Barge #1	$ 13,405.00
Barge #2	8,908.00
Barge #3	5,863.00
Incidentals	1,068.00
Total for Week	$ 29,244.00
Plus 20%	5,849.00
	$ 35,093.00
Total Last Week	119,895.54
Total	$154,988.54

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21-1133

7114

TOM LILLEBO
CONSTRUCTION CO.
Bridge and Heavy Construction
Industrial and Commercial Building

January 12, 1968

Tom Edwards, Assistant Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Sir:

Re: Alsea Bay Bridge repair

We must respectfully protest your handling of the above matter on two counts. First, we feel that a project of this magnitude should be advertised for open bidding and unqualified contractors eliminated by your usual method of denying them proposal forms. Secondly, if negotiation proves to be in the best interest for the state, we feel we should be included on the list of contractors to be negotiated with.

The experience of our personnel, our available equipment, and our financial integrity, all qualify us well for a project of this type. In addition to much new construction performed for you, we refer you especially to the raising of the Willow Creek Bridge on the Columbia River Highway (Contract No. 6749), the repair of Bullards Bridge across the Coquille River (Contract No. 6952), and the Smith River Bridge in the Bolon Island Contract (Contract No. 6868). Much of our experience has been in coastal and tidal waters, and our headquarters are only 55 miles from this project site.

Thank you for giving us your proper consideration.

Lillebo
Not
authorized
E

RECEIVED
JAN 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Sincerely,

TOM LILLEBO CONSTRUCTION COMPANY

Bill Lillebo

Bill Lillebo, Secretary

cc: McCall, Jackson,
Boe, AGC, Oregonian,
Eugene Reg.-Guard

130 EAST RAILROAD AVENUE P. O. BOX 45 PHONE 271-2147 REEDSPORT, OREGON 97467

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JAN 1 1968

FOR FILING
21-1133
7114

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1968

SUBJECT: Knudsen Towboat Co.
Alsea River Bridge
Repair

To:

R. D. Asburry
Division Engineer

East Salem Highway Building

Attention J. B. Boyd
Assistant Division Engineer

I have your report concerning the Knudsen Towboat Company entering the Siuslaw River instead of the Alsea River as you requested for the purpose of making emergency repairs to the Alsea River Bridge.

Your report states that you contacted Mr. Knudsen of Coos Bay and negotiated with him for the move-in of his barge and piledriver to the Alsea River at Waldport. Based on this statement that you ordered delivery of equipment at Waldport instead of Florence and the fact that the Towboat Co. did not deliver as bargained, I have no alternative but to deny payment of the itemized costs in your report.

The facts presented are all one-sided. If the Knudsen Towboat Co. feels that they have a claim against the Highway Department, they should submit same in writing together with all the reasons supporting their claim. I will, at that time, give further consideration to the matter.

I am not in favor of "hitting him over the head with money" and volunteering payment of their out-of-pocket costs when your report clearly indicates that the mistake was theirs. If you have further information and a written claim from this company, it should be immediately submitted to this office.

ESH by

NOTED
TOM EDWARDS

E. S. Hunter
Maintenance Engineer

RECEIVED
JAN 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ESH:je

cc: Tom Edwards

RECEIVED
JAN 16 1968

21-1133
7114
RONALD McREARY, P.E.

URECA INC.

UNIVERSAL RESEARCH - ENGINEERING CONSULTANTS & ASSOCIATES

Professional Engineers • Consultants • Appraisers

10401 N.E. MARX STREET
P.O. BOX 20457
PORTLAND, OREGON 97220

January 10, 1968

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Tom:

Noted with interest your comments on the sex life of the Teredo.

In case you missed this article, which was in the December 29th issue of the Oregon Journal, thought you might be interested in the method being used to give assurance there will be no bridges falling down in Multnomah County.

Sincerely,

Ron

Portland Bridges Said Safe

12/29/67 Journal

Regular systematic inspections of bridges in Multnomah County give assurance there will be no tragedy here similar to the collapse of a bridge over the Ohio River at Point Pleasant, W. Va., which resulted in more than 35 deaths early this month.

Kenneth Wheatley, Multnomah County bridge engineer, said [illegible] the major bridges here [illegible] been painted within the last [illegible] or five years and "this constitutes a detailed inspection." He said a few "[illegible] structural components" [illegible] replaced when they [illegible] by the painting crews.

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JAN 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 - 1968

FOR FILING
21-1133
7114

Salem, Oregon
January 8, 1968

Mr. E. S. Hunter
Maintenance Engineer

The scour trouble at Waldport has indicated a need for the further implementation of our bridge inspection and records. Please prepare rough drafts of the following documents:

1. A columnar listing, with the major bridges having underwater foundations listed down the side of the sheet in the first column. The bridge names and numbers may be listed in succeeding columns, but these must not be confused with the highway numbers and mile point numbers which go in the first column. In succeeding columns, approximately five in number, should be a space for listing of the date when a subsurface exploration and inspection was made. In addition to the space needed for date of inspection, there should be a box for checking to indicate whether corrections are required or not.

2. The second document should be somewhat amplified and should be approximately on the order of the document you now have for subsurface exploration.

3. The third document should be a follow-up form listing thereon in numerical order, by highway and mile point number, the bridges needing foundation repair, the type of foundation repair and the time that it was accomplished. This third document shall be on a continuing bring-up for periods not to exceed two weeks.

Copies of the first report shall be supplied the Assistant Highway Engineer and the Chief Engineer no later than June 1 of each year. Copies of the third report shall be furnished the Assistant Highway Engineer and the Chief Engineer monthly until all work noted thereon has been accomplished.

After you have rough-drafted these forms, we will discuss them in depth.

TE:ja

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

S-564(1) S. Fork Coquille R. (Broadbent)1968
Br. on FAS 804, south of Myrtle
#7115 Point.

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 99599

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-[illegible]-69	CC 1185		[illegible]-917-297 [illegible]

Coos County
Board of Commissioners
Courthouse
Coquille, Oregon 97423

RECEIVED
AUG 22 1969
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Lonnie Van Elsberg, Chairman			
Final Billing: S. Fork Coquille River (Broadbent) Bridge Section FAS 504. Covered by agreement dated June 8, 1967. (1-9-68)			
County advance deposit		42,500.00	
Amount formerly transferred		28,500.00	
			14,000.00
County share of Construction Costs		38,504.57	
Amount formerly transferred		28,500.00	
			10,004.57
To be refunded			3,995.43

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $______________
By______________________________

Monthly transaction number 5-2	FO[illegible] PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos
Modification number 1	(PPM 21-7) 4/18/69	Project number S-564(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 27, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 206,061	$ 207,588
Federal funds	$ 130,900.00	$ 131,400.36
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of April, 1969.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L R Backlund
(Division Engineer)
For: R. E. Simpson

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B V Klabo

Asst. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

Approved; Budget Bureau No. 41-R2089.1

C

MONTHLY TRANSACTION NO. 3-17	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 2-27-68	COUNTY Coos PROJECT NO. S-564(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. Fork Coquille River (Broadbent) Bridge, FAS 804

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-3-68	0.055
OTHER *(Specify)*		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT $ 206,061	FEDERAL FUNDS $ 130,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer February 27, 1968

Oregon State Highway Department

Federal Aid
Project No. S-564(1) Safety

S. FK. COQUILLE RIVER (BROADBENT) BRIDGE

FAS 804, COOS COUNTY

Project agreement estimate.

Salem, Oregon, February 14, 1968

Type Code X081
Structure (Sta. B-0+35.00 to Sta. B-3+27.00)(Contract No. 7115)

Remove Old Bridge	All	Required		$ 3,000.00
Shoring, Cribbing, etc.	All	Required		4,500.00
Structural Excavation	1,050	cu.yd.	$6.00	6,300.00
Structural Excavation Below Elevation Shown	100	cu.yd.	10.00	1,000.00
Special Footing Backfill	750	cu.yd.	7.00	5,250.00
Furnish 10 BP 42 Steel Piling	1,620	lin.ft.	4.50	7,290.00
Drive Steel Piles	47	only	90.00	4,230.00
Splice Steel Piles	12	only	40.00	480.00
Class "A" Concrete	All	Required		70,000.00
Seal Concrete	60	cu.yd.	30.00	1,800.00
135'/140' Bulb-T Prestressed Beams	7	only	6,040.00	42,280.00
Reinforcement	All	Required		30,300.00
Two Tube Steel Railing	587	lin.ft.	18.00	10,566.00
8-inch Metal Drain Pipe, Type "A" Coating	95	lin.ft.	3.50	332.50
		Subtotal		$187,328.50
		10% Engr. & Cont.		18,732.50
		Total		$206,061.00

Length of Structure - - - - - - - - - - - - 0.055 mile

Federal Funds -	$130,900.00
State Funds -	37,580.50
County Funds -	37,580.50
Total	$206,061.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 506-1017

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FEB 14 1969
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S-564(1)

7115

February 14, 1969

Flaxel, Todd & Flaxel
Attorneys at Law
P. O. Box 547
North Bend, Oregon 97459

Attention: Mr. Roger B. Todd

Gentlemen:

In your letter of February 13, you request information as how to secure a copy of a contract between Baughman and Son, Inc., and the State for the construction of the Broadbent Bridge over the Coquille River. This appears to be our Contract No. 7115.

In the past, this office has provided a considerable number of certified copies of contracts for evidence in court without subpoena. Attached is a certified copy of Contract No. 7115 which I hope will serve your purpose.

I checked with our Construction Division and find that a schedule of equipment rental rates is available without charge. A copy of this schedule is also enclosed.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Attachments

FLAXEL, TODD & FLAXEL
ATTORNEYS AT LAW
880 CALIFORNIA STREET
POST OFFICE BOX 547
NORTH BEND, OREGON 97459

BEN C. FLAXEL
ROGER B. TODD
BENTON FLAXEL

TELEPHONE
756-4157

February 13, 1969

Contract 7115

Oregon State Highway Department
Salem, Oregon

Re: Sig Andersson vs. Baughman & Sons, Inc.

Gentlemen:

I represent plaintiff in the above action which has been scheduled for trial in the Circuit Court for Coos County on February 27, 1969.

This action involves work allegedly performed by the plaintiff for the defendant on a bridge being constructed over the Coquille River at Broadbent, Oregon, pursuant to a contract with the Highway Department. As I understand it, the construction of this bridge was a joint project of the state and Coos County, but the construction contract was solely between Baughman & Sons, Inc. and the state.

As a part of plaintiff's evidence, it will be necessary for us to produce the contract between the Highway Department and Baughman & Sons, Inc. I would greatly appreciate it, therefore, if you could immediately advise me of what procedures we must follow and who we should subpoena in order to have the contract available for trial on the date above mentioned.

Equipment rental comprises the larger portion of plaintiff's claim and I understand that your department has established approved schedules for heavy equipment rental in connection with highway projects. Your advice as to how a schedule can be obtained will also be appreciated.

There is little time remaining before trial and I shall look forward to your early reply.

Sincerely,

ROGER B. TODD

RBT:ts

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
DEC 31 1968

FOR FILING

S-564(1)

7115

December 30, 1968

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $1,900.00 will be made to Baughman & Son, Inc., on Contract No. 7115 for construction of the S. Fk. Coquille River (Broadbent) Bridge on FAS 804 in Coos County, as soon as the warrant is prepared.

The total amount paid on this contract will be $189,048.76, including the post-final payment. Of the total, $3,321.52 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

cc: Baughman & Son, Inc.
2770 Woodland Drive
Coos Bay, Oregon 97420

Mr. C. T. Keasey
Mr. C. H. Maison
Attn: Mr. John Herr

RECEIVED
JAN 17 1969

5-564(1)

7115

C

December 17, 1968

Baughman and Son, Inc.
2770 Woodland Drive
Coos Bay, Oregon 97420

[redacted]

The State Highway Commission at its meeting on December 17 considered your request for an extension of time on Contract No. 7115 for the South Fork Coquille River (Broadbent) Bridge on FAS 804 in Coos County.

After careful consideration, the Commission granted you an additional 19 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc C. T. Keasey
Eugene Ash
D. J. Barbee
F. D. Morgan
C. H. Maison

UNITED PACIFIC INSURANCE COMPANY
A MEMBER OF UNITED PACIFIC INSURANCE GROUP
HOME OFFICE: TACOMA, WASHINGTON 98401
FIDELITY AND SURETY DEPARTMENT

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That the UNITED PACIFIC INSURANCE COMPANY, a corporation of the State of Washington, having its principal offices in the city of Tacoma, Washington, pursuant to authority granted by By-Law No. 37-A of its By-Laws, which reads as follows:

"The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President of this Corporation, shall have authority to appoint in writing such attorneys-in-fact as the business of the Company may require, and to authorize such attorneys-in-fact, and each of them, to execute on behalf of the Company, any bonds, recognizances, stipulations, contracts of indemnity and other undertakings of like character, or to exercise any lesser number of said powers as hereinbefore set forth.

"Said appointments shall be attested by the Secretary or an Assistant Secretary of this Corporation under its seal. The signature of the Secretary or any Assistant Secretary to certified copies of such powers of attorney may be original or facsimile, and when the corporate seal is affixed thereto, any third party may rely on said certified copies of powers of attorney as the act and deed of this Corporation. The President, any Executive Vice-President, any other Vice-President, any Assistant Vice-President, or any Resident Vice-President may revoke any appointment made pursuant hereto, and revoke any and all authority conferred by any such appointment."

does hereby nominate, constitute and appoint MARY A. McGRATH of PORTLAND, OREGON

its true and lawful Attorney-in-Fact, to make, execute, seal and deliver for and on its behalf, as surety, and as its act and deed,

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP.

The execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Tacoma, Washington, in their own proper persons.

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its ______ Vice-President and its corporate seal to be hereto affixed, duly attested by its Assistant Secretary, this 16th day of June, 19 66.

UNITED PACIFIC INSURANCE COMPANY

Attest: s/ RUTH ENSTONE
Assistant Secretary

By s/ MORRIS E. BROWN (SEAL)
Vice-President

STATE OF WASHINGTON
County of PIERCE } ss.

On this 16th day of June, 19 66, personally appeared MORRIS E. BROWN and RUTH ENSTONE, to me known to be the ______ Vice-President and Assistant Secretary, respectively, of UNITED PACIFIC INSURANCE COMPANY, and acknowledged that they executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that By-Law No. 37-A, set forth therein, is still in full force.

Witness my hand and seal hereto affixed the day and year first above written.

My Commission Expires January 15, 19 70

s/ Bertha M. Barragar
Notary Public in and for the State of Washington
Residing at Tacoma

STATE OF WASHINGTON
County of PIERCE } ss.

I, GERRY L. WHITE Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the foregoing instrument is a true copy of a Power of Attorney duly and regularly issued by said Company, and that the same is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company at the City of TACOMA this 23rd day of October, 19 68

Gerry L White (SEAL)
Assistant Secretary

C

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DEC 11 1968

FOR FILING

S-564(1)

7115

December 11, 1968

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7115 awarded to Baughman & Son, Inc., for construction of the South Fork Coquille River (Broadbent) Bridge on Highway FAS 804 in Coos County was completed on October 21, 1968, and accepted by the Highway Commission on December 10, 1968.

Final payment in the amount of $5,514.82 will be released to the contractor after December 18, 1968. The total contract amount in $187,148.76 including $3,321.52 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ar

cc: Baughman & Son, Inc.
2770 Woodland Drive
Coos Bay, Oregon 97420

bc: Mr. C. T. Keasey
Mr. Frank Morgan
Mr. C. H. Maison
Attn: Mr. John Herr

C

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DEC 11 1968
FOR FILING

5-564(1)

7115

December 10, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 21, 1968, on Contract No. 7115. The contract was with Baughman & Son, Inc., and was for a structure on the South Fork Coquille River (Broadbent) Bridge Section of FAS 804 in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 10, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Kassey
Tom Edwards

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NOV 23 1968
FOR FILING

S-564(1)

7115

November 22, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 2
December 17, 1968 meeting

Gentlemen:

Baughman & Son, Inc., contractor for the construction of the South Fork Coquille River (Broadbent) Bridge on FAS 804 in Coos County, Contract 7115, has requested that he be granted an additional 20 calendar days to complete the contract work without assessment of liquidated damages. The contractor cites extra work involved in plan changes for foundations as his reason for failure to complete the work on time.

The contract allotted 220 calendar days to complete the work. Two hundred and thirty-nine calendar days were charged through to completion of the work. This is an overrun of 19 calendar days.

Extra work involved in plan changes to foundations (drive piling at Bent 3, right and left footings, and seal right footing) to suit subsurface conditions encountered delayed the contractor a total of 19 days.

I recommend the contractor be granted an additional 19 calendar days without assessment of liquidated damages. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the December 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

CAG:jf lms
Enclosure

bc:	Floyd Query	F. D. Morgan
	R. L. Porter	Ivan Merchant
	Tom Edwards	C. H. Maison
	Victor D. Wolfe	C. T. Kenney

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7115 Contractor Baughman & Son, Inc.

Highway FAS 804

Section S. Fk. Coquille River (Broadbent) Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows: Grant 19 days without assessment of liquidated damages because of extra work involved in plan changes for Bent 3 foundations. Piling added at right and left footings and seal added at right footing.

Recommended for Approval:

Asst. Division Engineer

Construction ~~Engineer~~ or Bridge Engineer

Asst. State Highway Engineer

Contract No.	7115
Project designation	S-564(1) ~~Federal~~ State-Federal
Date awarded	February 13, 1968
Work started	April 18, 1968
Per cent completed	100% Oct. 21,1968 Date
No. of ~~Workdays~~ Calendar Days Allowed	220
No. of ~~Workdays~~ Calendar days Used	239
No. of Added ~~Workdays~~ Calendar days Requested	~~xx~~ 19

State Printing 27969

E—320 (Rev.)—5M—5-60

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV - 7 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ Calendar Days
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Oct. 22, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar days from 220 days to 240 days, within which to complete our Contract No. 7115, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Additional work covered under E.W.O.#1 and Price Agreement #1 along with delays for ordering and securing materials for the period of June 28th through July 15th and Aug. 7th through Aug. 12th. This work consisted of ~~XXXXINGXX~~ driving a test pile, driving additional piling, footing size change, pouring of seal, etc.

Respectfully submitted,

Baughman & Son, Inc.
Contractor

By Gerald R. Baughman

CONSENT OF SURETY

Date October 23, 1968

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of ~~workdays~~ Calendar days and hereby agree to remain fully bound as surety in all respects as if the number of ~~workdays~~ Calendar days remained as stipulated in the original agreement.

Mary A. McGrath
Mary A. McGrath
Attorney-in-fact

(SEAL)

John V. Owen
John V. Owen
Resident Agent

RECEIVED
APR 23 1968

S-564(1)

7115

April 22, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 7115
Prefix 506-1017
FAP S-564(1)

Dear Sir:

The work under Contract No. 7115, S. Fk. Coquille River (Broadbent) Bridge Section of the FAS 804 Highway in Coos County was started on April 18, 1968.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:jb

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
FEB 28 1968

5-564(1)
1115

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 28, 1968

Baughman & Son, Inc.
2770 Woodland Drive
Coos Bay, Oregon 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7115 for construction of the
S. Fork Coquille River (Broadbent) Bridge
on FAS 804 in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94139

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-14-68	CC 1112		5??-1017-297

RECEIVED
FEB 14 1968
ENGINEER
COUNTY & CITY DIVISION

Coos County
Courthouse
Coquille, Oregon 97423

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			42,500.00
Partial transfer of advance deposit for the South Fork Coquille River (Broadbent) Bridge, F S 804. Covered by agreement dated 6-8-67.			28,500.00
To be retained			14,000.00

NOTED
H. S. COY

ACKNOWLEDGMENT OF [illegible]

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
[illegible]

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APR 2 - 19

FOR FIL
5-564(1)
7115

February 13, 1968

Baughman & Son, Inc.
2770 Woodland Drive
Coos Bay, Oregon 97420

AGENDA
MAR 5 1968
3i

Gentlemen:

The State Highway Commission on January 30, 1968, accepted your proposal for construction of the South Fork Coquille River (Broadbent) Bridge on FAS 804 in Coos County for the sum of $187,328.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Coos County is received and the sum of $42,500 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7115. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 26, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
C. T. Keasey
George Thornton
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

100 804

NOTED
H. S. COX

January 26, 1968

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Gentlemen:

On January 25, 1968, a satisfactory bid was received from Bangiman & Son of Coos Bay, Oregon, for constructing the South Fork Coquille River (Broadbent) Bridge Section of FAS 804. As per agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$187,328.50
Flagging	—
13-1/2% Engineering & Contingencies	25,289.35
Estimated total cost	$212,617.85

County Advance Deposit:
20% of $212,617.85 = $42,523.57 or say $42,500

Please make this advance deposit in the amount of $42,500 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

HR

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:ob

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Aronsmeier

NOTED
DON HARWELL

RECEIVED
JAN 16 1968

FOR FILING

S-564(1)

7115

January 15, 1968

MISC. CONTRACTS and
AGREEMENTS No. S-564

Board of County Commissioners
Coos County
Courthouse
Coquille, Oregon

Attention: Fay F. Crabtree

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction of the Broadbent Bridge over the South Fork of the Coquille River on Catching Creek Road (FAS 804).

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
Attn: Don Harwell
(conformed copy)

RECEIVED
JAN 8 - 1968

S-564(1)
7115

NOTED
R. KLABOE

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 1/3/68
BY (Signature): Mr. Chase's Dec. 26, 1967 letter
TITLE

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 984 THRU 988

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
984	S-564(1) * 7115	0.550	218,000	130,800	Broadbent (S. Fk. Coquille Riv.) Bridge
985	S-320(4) 7117	0.016	51,000	30,600	COI Canal (Ward Road) Bridge
986	S-321(3) * 7117	0.010	34,000	20,400	COI Canal (Gosney Road) Bridge
987	S-23-108(1) 7121	0.039	135,000	81,000	Halliday (Malheur R.) Bridge
988	S-494(4) 7119	5.590	210,000	126,000	Fly Lake - Grandview School Section
			$648,000	$388,800	

EMARKS (Division)

* Items 984 and 986 are classified as Safety Improvement projects.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 1/3/68
SIGNATURE AND TITLE: A. W. Parsons
A. W. Parsons, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

1-3-68

Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
H. S. COX

Attention: County and City Division

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 804

Project Name S. Fork Coquille River (Broadbent) Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Coquille, Oregon, this 3rd day of January, 1968.

COOS County

William L. Miller
Chairman

Lonnie Van Elberg
Commissioner

Commissioner

(11/29/66)

Copy to John Oaks
Ted Roake
Owen Turner
L. R. Chandler

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

(12-7-66 150)

3

RECEIVED
JAN 2 - 1968

FOR FILING

S-564(11)

7115

December 26, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for five Secondary Projects Items 984 and 988, which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

Items 984 and 986 are being programmed as "Safety Improvements" and supporting data has been previously furnished your office.

Very truly yours,

Forrest Cooper
State Highway Engineer

For By R N Chase

L. H. Young
Office Engineer

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	**FEDERAL-AID PRO** (PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. 0.26 mi. S.W. of Broadbent 21 65	**ADT**	PRESENT 150	FUTURE 250 (66) (70)	YEAR 87 (71) (73

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One RCDG Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Coos	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 804

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. 0.26 mi. S.W. of Broadbent			
5					**ROW**		[Broadbent (S. Fk. Coquille River) Br.] 1115			
5					**CONST** (CODE) Safety			0.55	218,000	130,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.55	218,000	130,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 150	FUTURE 250 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 984 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 564 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26) · DESIG. 27

COUNTY NAME Coos CODE 011 (14) (16)

ROUTE NO. S FEDERAL-AID 804 (32) STATE Co. Rd. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W.						One RCDG bridge length 292', HC 32' (County to construct approaches)
	0.55	218,000	130,800	43,600	43,600 (Co.)	ROW - 60' Min.; Access Control - None; Parking Restrictions - None
	0.55	218,000	130,800	43,600	43,600 (Co.)	
		(16) (23)	(24) (33)			

REMARKS

Relocation Assistance - None involved. This project qualifies as a "Safety Improvement" approval by BPR letter dated October 31, 1967.

USCOMM DUSCOMM-DC 48908-P61

BROADBENT (S. FK. COQUILLE R.) BRIDGE

PROJECT S-564(1)

EXISTING FACILITIES: Existing structure is made up of one-15' approach span, one-200' steel thru truss, two-16' approach spans, wooden deck, ½-inch oil mat on the approach spans, HC 15.5', VC 16.5', constructed in 1918. The structure is open to foot traffic only at present.

ADJACENT SECTIONS:
NORTH END: 18' oil mat with 4' gravel shoulders.

SOUTH END: Same as north end

PROJECT DATA: Construct a reinforced concrete bridge on existing alignment, 292' long and 32' HC with no sidewalks. Contractor to remove existing bridge. County will construct approaches and connections. There will be no detour.

RIGHT-OF-WAY: Minimum 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: Completed
PUBLIC HEARING: Not necessary

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This is a farm-to-market road and is a school bus and mail route.

December 22, 1967
(date)

NOTED
H. S. COX

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 804

Section South Fork Coquille River (Broadbent) Bridge: Proj. S-564(1)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

December 26, 1967
(date)

By

NOTED
HAROLD
REYNOLDSON

By William L. Miller
Commissioner

By Lonnie Van Elsberg
Commissioner

NOTED
R. H. PRANGE

RECEIVED
DEC 27 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

Copy to L H Young Jr
attention Duane Ridings

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
WAYNE E. PHILLIPS, BAKER
GEORGE L. HIBBARD, OREGON CITY

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

564(1)

Routing
[illegible]
[illegible]
Bond
[illegible]
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 2[illegible] 1967
CONSTRUCTION
DIVISION

December 22, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of December 14, 1967 which enclosed the plan title sheets for the following projects.

1. Malheur River (Halliday) Bridge, FAS 23-108, Malheur County
2. Fremont Bridge (Pier Construction), Stadium Freeway, Multnomah County
3. C.O.I. Canal Bridges, FAS 691 and 692, Deschutes County
4. South Fork Coquille River (Broadbent) Bridge, FAS 804, Coos County

These projects are all approved, as there should be no effect on wildlife resources. Regarding the South Fork Coquille Bridge, any work in or adjacent to the stream, which may cause siltation, should be completed in the period from June 1 to November 1.

We appreciate the opportunity to offer recommendations on these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK:ln
cc: Director, OFC

12-26-67 Copies to: F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
A.E. Johnson (2)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)

Safety Project Yes

MEMO TO R. N. CHASE Date December 20, 1967

FAS 204. Coos COUNTY: Broadbent (South Fork Coquille River)Br SECTION

TERMINI: Bridge will be over the South Fork of the Coquille River and will be 0.26 mile southwesterly from the junction with FAS 247(State)

PROPOSED WORK: Structure

NOTED
H. S. COX

PROJECT LENGTH: 292 feet (0.055 mile)

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$218,000	$130,800	$43,600	$43,600	

EXISTING FACILITIES: Existing structure is made up of one-15' approach span, One-200' steel thru truss, two-16' approach spans, wooden deck, ½ inch oil mat on the approach spans, H C 15.9, V C 16.9, constructed in 1918. The structure is open to foot traffic only at present.

ADJACENT SECTIONS:
NORTH/~~xxxx~~ END: 18' oil mat with 4' gravel shoulders.

SOUTH/~~xxxx~~ END: Same as north end

PROJECT DATA: Construct a ~~xxxx~~ reinforced concrete bridge on existing alignment, 292' long and 32' H C with no sidewalks. Contractor to remove existing bridge. County will construct approaches and connections. There will be no detour.

RIGHT-OF-WAY: Minimum 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION completed
PUBLIC HEARING: Not necessary

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This is a farm to market road and is a school ~~xxx~~ bus and mail route.

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
DEC 27 1967

COMMISSIONERS:
EDW. R. HUFFSCHMIDT, CHAIRMAN, PORTLAND
LEONARD N. HALL, CHARLESTON
MCKEE A. SMITH, SCAPPOOSE

S-534(1)
7115

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

12-22-67

REFERRED TO Morgan Young
BY ASST. STATE HWY. ENGR.
Merchant

P

December 20, 1967

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Porter

Dear Mr. Cooper:

We have reviewed the following projects transmitted to us on December 14.

Malheur River (Halliday) Bridge Section, FAS 23-108, Malheur County

Freemont Bridge (Pier Construction), Stadium Freeway, Multnomah County

C.O.I. Canal Bridges, FAS 691 and 692, Deschutes County

South Fork Coquille River (Broadbent) Bridge, FAS 804, Coos County

The Malheur River and C.O.I. Canal jobs will not conflict with the anadromous fishery.

The two remaining projects have piers located above the low water stage, thus we anticipate this work will be completed out of the water area with the result of no fishery problems.

The projects are approved.

NOTED
F. B. KLABOE

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

12-26-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)
fw

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 26 1967
CONSTRUCTION DIVISION

FAS 804
Coos Co

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 31, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A.W. Parsons

RECEIVED
NOV 3 1967
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Oregon FAS 804 Coos County
South Fork Coquille River (Broadbent Bridge)

Mr. Prange's October 13, 1967 letter supplied sufficient data on the subject project to add it to the May 1966 inventory of Safety Improvement Projects on page 12, line 6.

Should this project be desired for Federal-aid Secondary financing it may be noted as "Safety" on the PR-1. — OK on schedule

NOTED
H. S. COX

11-1-67
REFERRED TO
Young - Cox - Crandall
ASST. STATE HWY. ENGR.

NOTED
R. L. PORTER

NOTED
F. B. KLABOE

RECEIVED
NOV 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAHLON C. HOLMES

NOTED
DON HARWELL

FORM 2-148X 30M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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OCT 1 1 1967
FOR FILING

S-56-161

7115

October 13, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97310

S. Fork Coquille River (Broadbent Br.)
FAS 804, Coos County

Dear Sir:

In reference to the subject project, it is hereby requested that Broadbent Bridge be added to Coos County's Safety Improvement Program Inventory and that the project be approved for programming as a safety project.

The original structure consisted of a 200' steel through-truss and 40' of frame trestle spans with an extremely narrow width of 15' 5 ". It was constructed in 1918 and pursuant to an inspection in 1963 was rated H-10. The bridge was posted with an 8-ton load limit until May 26, 1967 at which time the steel truss gave way to a gravel truck, killing the driver and destroying the truck.

Pursuant to the provisions of PPM 21-16 dated August 30, 1965 the criterion used in the selection of this particular safety improvement project is based on "competent engineering judgment" and the fact that at least one fatal accident occured as recent as May 26, 1967.

Very truly yours,

F. B. KLABOE
NOTED

H. S. Cox
County and City Engineer

By

Robert H. Prange
Robert H. Prange
Field Engineer

cc: F. B. Klaboe
Ivan Merchant
R. N. Chase
Don Gifford
L. H. Young

RECEIVED
OCT 1 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section S. FORK COQUILLE RIVER (Broadbent Bridge) Highway F.A.S. 804 County Coos Prefix 506-1469

Res. Engr. ____ Approx. Length ____ Miles. Sta. ____ to Sta. ____ Date 10-9-67

Truck A.D.T. 12 Traffic Coefficient 6.2 18 kip s.a. per day 8.4.

Annual Precipitation 63"+ (Powers) Frost Penetration ---------.

(1)
Typical Soil

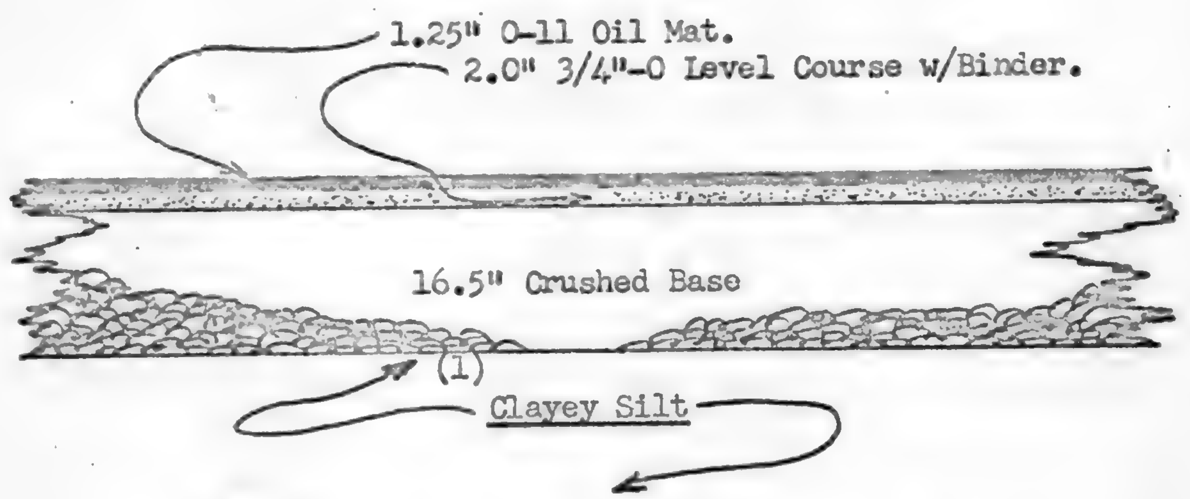
45	LL
13	PI
99	%P 10
79	%P200
1	%Gravel
11	%C Sand
9	%F Sand
53	%Silt
26	%Clay
10	"R" Value

AASHO CLASSIFICATION:

A-7-5 (10)

MATERIAL SOURCES:

To be determined by the Engineer.



CBE Total Req.	Credit	Actual Thick.	
	1.5	1.25	0-11
	2.0	2.0	Level
	16.5	16.5	Cr. Base
20.0	20.0	19.75	

Note:
Project Base Design submitted to assure ample subgrade width. Coos County will construct approaches.

NOTED
F. B. KLABOE

10-9-67

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

Submitted by ____ for Staff Assistant

Recommended by ____ Engineer of Materials

Recommended by ____ asst Construction Engineer

Approved by ____ Asst. State Highway Engineer

S. FORK COQUILLE RIVER
(Broadbent Bridge)
F.A.S. 804
Coos County

"OTHER ROADS"

Truck ADT	0-11 Wearing Surface	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
1 - 8	1.25"	2.0"	14.0"	17.5"	17.25"
Cars Only	1.25"	2.0"	9.5"	13.0"	12.75"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

SECTION: S. FORK COQUILLE RIVER (Broadbent Bridge)

HIGHWAY: F.A.S. 804

COUNTY: Coos

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1966 Present ADT 150 (Total)

B. 1986 Future ADT 250 (Total)

C. Mean ADT 200 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= .06 x (C) 200 = 12

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 12 x (H) 100 % = 12

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 6.2

SECTION: S. FORK COQUILLE RIVER (Broadbent Bridge)

HIGHWAY: F.A.S. 804

COUNTY: Coos

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an Oil Mat.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as the major work is a bridge replacement. See Items 6 & 12.

Salem, Oregon
August 25, 1967

Broadbent Bridge
Myrtle Point-Broadbent
Catching Creekj Road
FAS 804
Coos County

Mr. J. E. Morelock

BUILDING

The survey data for the above project has been examined and it has been found to be consistent with the project requested by the County and approved by the Highway Commission. The vicinity map was previously submitted.

NOTED
HAROLD
REYNOLDSON

HR

Harold Reynoldson, Planning Engineer
County and City Division

HR:mr

32' x 292
Est 210,000

51

NOTED
RICHARD UNREIN

NOTED
P B Aronsmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
ON HARWELL

H E-30 50M 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 28, 1967

SUBJECT: Vicinity Map
Broadbent Bridge
FAS804 County Road
Coos County

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention D. J. Barbee

Forwarded herewith is the bridge vicinity map for the county bridge at Broadbent. Also enclosed is a copy of a letter from W. N. Hackleman, Resident Engineer, giving data regarding the bridge location.

Care should be used in using the profile since the bridge profile and the profile of the new located road at the end of the bridge are superimposed over the top of each other.

John Quiner
JOHN QUINER II
Assistant Division Engineer

RECEIVED
AUG 1 1967
ENGINEER
COUNTY & CITY DIVISION

JQII/cw
Enc.

Call W. Barklow on this 8/2/67
He informed us that
Hackleman had been over
and discussed the
plans with them.
NR.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 31 1967
CONSTRUCTION
DIVISION

FORM E-30 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 27, 1967
North Bend, Oregon 97459

SUBJECT: Vicinity Map
Broadbent Bridge
Myrtle Point - Broadbent Bridge
F.A.S. #804, County Road
Coos County, Oregon

To: L.R. Chandler,
Division Engr.
Roseburg, Oregon

ATTN: Carl Williams, Asst. Div. Engr.

RECEIVED
AUG 1 1967
ENGINEER
COUNTY & CITY DIVISION

Submitted under separate cover is a vicinity map for the proposed structure at the subject site.

This vicinity employs the existing (old) bridge location as the location of the new proposal; therefore the existing damaged structure must be moved prior to the construction of the proposal.

Right of Way procurement is necessary on the southerly side of the river from the school property and the Laird property. Minor taking will be necessary on the northerly side of the river from the Elmer Bell property and the R. and D. Herman property for slope widening.

In order to assure adequate clearance for future floods of a magnitude witnessed in December of 1964, the finished grade for the structure must be at elevation (C & GS, 1942 datam) 69.0 or greater. The elevation of the old structure deck is 66.9 at it's highest point directly o over the southerly pier. It is necessary to raise the grade of, and move southerly the road along the South side of the river. This involves approximately 400 feet easterly and westerly of the structure location. This will allow raising the grade of the road the necessary 6 to 7 feet at the structure and a minimum turning radius of 55 feet for the crossing.

This vicinity map supersedes that submitted June 23, employing a different location.

We are proceeding directly with detailing of the roadwork estimate and R/W proposal for use of the County in expiditing their work.

W. N. Hackleman

W.N. Hackleman,
Resident Engr.

W

WNH:ad
cc: County Road Dept.
Coquille, Oregon

NOTED
[illegible]

Fred W. Hill, Member
Helix

July 7, 1967

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Broadbent Bridge
FAS 804

Gentlemen:

The width of subject bridge in the original request by the County was 32 feet. Now it is our understanding that the County wishes to reduce the width to 28 feet. If this is your desire, we will need a letter from the County so stating. This letter should also justify this reduction in width.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

HR
Harold Reynoldson
Planning Engineer

HR:mm

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

County of Coos

COQUILLE, OREGON

**BOARD OF
COUNTY COMMISSIONERS**

**Walter Barklow
William L. Miller
Lonnie Van Elsberg**

June 30, 1967

RECEIVED
JUL 6 - 1967
ENGINEER
COUNTY & CITY DIVISION

Mr. L.R. (Pop) Chandler
State Highway Dept.
Roseburg, Oregon

Dear Pop:

The Board of Commissioners have decided to use the old location at Broadbent for the new FAS bridge to be constructed this year.

We feel this would eliminate alot of time acquiring Right-of-Way and would reduce the cost with a shorter bridge.

If you need any additional information from this office don't hesitate to call on us.

Very truly yours,

BOARD OF COMMISSIONERS

Walter Barklow
Chairman

William L. Miller
Commissioner

Lonnie Van Elsberg
Commissioner

copy to:- Ted Roake
F.D. Morgan
Ed Morelock.
Bill Hill

LVE/pc
cc: Mr. Hackleman, State Eng.
Cy Cox, County-City Engineer
County Road Dept.

FORM E-123X 90M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
~~DAVID B. SIMPSON, MEMBER~~
~~PORTLAND~~

Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

[illegible]

June 23, 1967

Hon. Paul W. Jones
Morrow County Judge
Courthouse
Heppner, Oregon 97836

RE: FAS Funds Loan to Coos County

Dear Judge Jones:

Regarding the Broadbent Bridge in Coos County and in reply to your letter of June 21, 1967, I wish to advise that at a later date we will furnish Coos County a form letter that will be used for the purpose of the loan from your county.

At the present time plans for the above-mentioned bridge have not progressed enough for an estimate with any degree of accuracy.

This office will keep your letter in mind and it will act as a commitment until such time as an actual loan is negotiated.

Very truly yours,

H. S. Cox
County and City Division Engineer

HSC:mm

cc: Coos County Board of Commissioners

NOTED

5-29-67

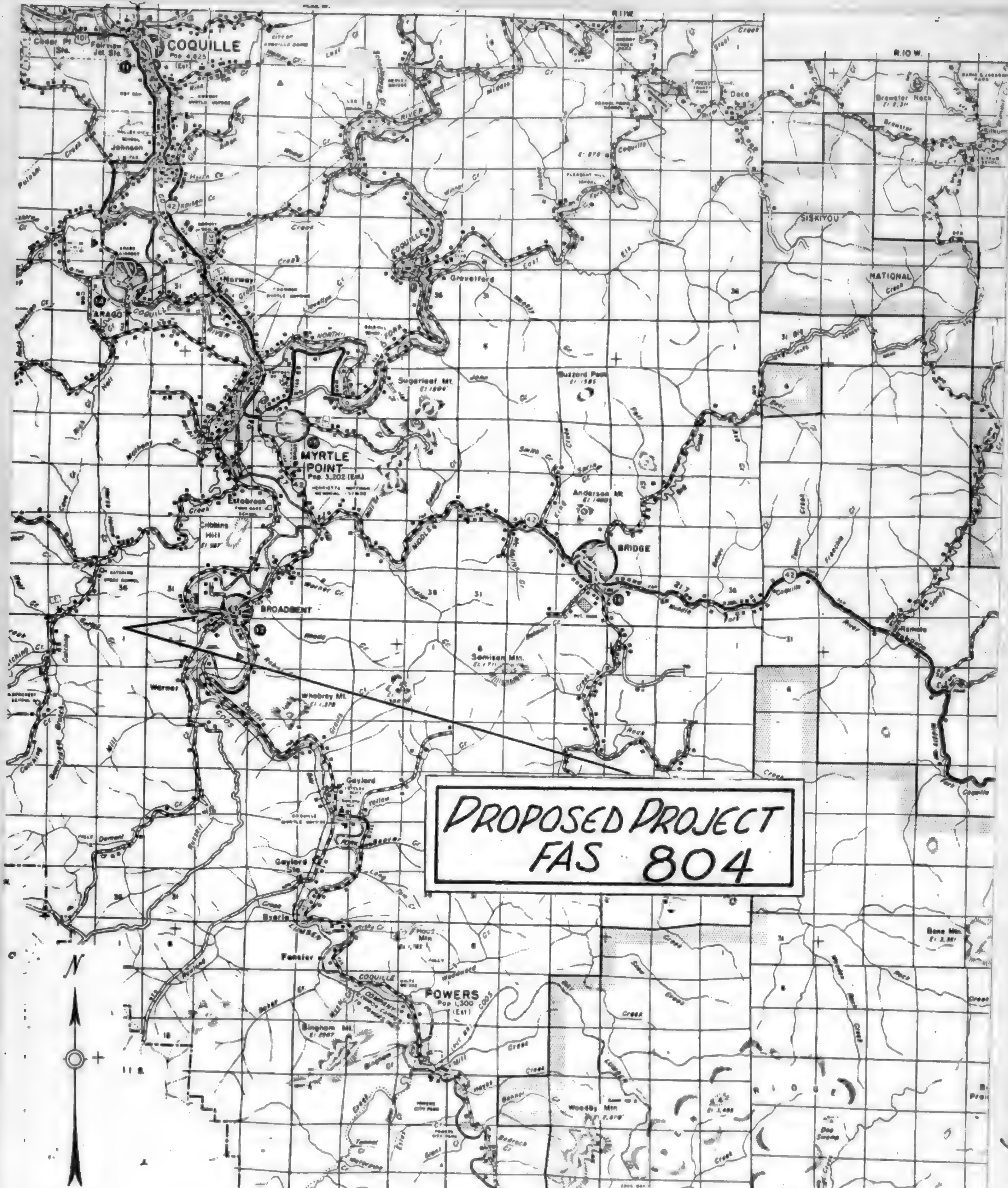
COOS COUNTY
PROPOSED PROJECT (1968 FUNDS)

FAS 804, Catching Creek Road, Myrtle Point-Broadbent Section, Broadbent Bridge; $200,000.

The new structure will be approximately 260 feet long, with a 32' H.C., County will construct approaches, State to do survey. No specific design is requested by County, no sidewalks.

HIWAY COMMISSION
APPROVED ON
JUN - 8 1967

67-d
5/29/67



PROPOSED PROJECT
FAS 804

COOS COUNTY

F-70(3) Elk R. Section, Oregon Coast 1970
#7116 Hwy., N. of Port Orford. (Grad.,
paving, struct.) [redacted]

OCT 26 1970

FOR FILING

F-116 (2)

116

October 23, 1970

Starkweather and Higashi
Box 705
Gold Beach, Oregon 97444

Attention: Frederic H. Starkweather, Jr.

Your File: Norma Ayers

Gentlemen:

Mr. McKinney has referred to me your letter of October 20 requesting a copy of Contract No. 7116 which we have reproduced and attached.

We note that your check is made out for $10.50 and we do thank you for sending it in. However, in examining the correspondence attached to your letter we find that the previous copy of this contract we sent to you was priced at $10.70. This discrepancy has been discussed with Mr. McKinney and upon the advice of the Legal Counsel, we will not institute legal proceedings for the 20-cent difference.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Att.
cc Frank McKinney

LAW OFFICES OF
STARKWEATHER AND HIGASHI
SUCCESSOR TO
LAW OFFICE OF
FREDERIC H. STARKWEATHER, JR.
BOX 705
GOLD BEACH, OREGON 97444

FREDERIC H. STARKWEATHER, JR.
THOMAS Y. HIGASHI

RECEIVED
OCT 21 1970
LEGAL

Noted
FMcK

October 20, 1970

Mr. Frank McKinney
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: My file -- Norma Ayers
Your file -- Contract No. 7116
C. R. O'Neill -- Tom Lillebo

Dear Frank:

I enclose xerox copies of correspondence which are self-explanatory. This contract was received in my office but in the subsequent re-organization with a partner and new secretaries it got filed away so safely that we can't find it.

I enclose a check for $10.50. Please send me another copy.

Very truly yours,

STARKWEATHER AND HIGASHI

By: Frederic H. Starkweather, Jr.

FHS:mjb
Enclosure

10-23-70
check #1270
for $10.50
sent to
acctg
fmr

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 24, 1970

Mr. Frederic H. Starkweather, Jr.
Attorney at Law
Box 705
Gold Beach, Oregon 97444

Re: Norma H. Ayers
Contract No. 7116

Dear Fred:

Enclosed is the copy of the contract which you requested.

Best regards.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Glen V Sorensen lw
GLEN V. SORENSEN

lw

Enc.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 16, 1970

Mr. Frederic H. Starkweather, Jr.
Attorney at Law
Box 705
Gold Beach, Oregon 97444

Re: Norma H. Ayers
Your letter of 2/5/70
Contract No. 7116

Dear Fred:

We do not have any extra copies of the contract which you requested but we would xerox a copy of our contract for you if you so desire.

The cost of the xerox is 10 cents a page and the contract is 107 pages. Therefore, the price would be $10.70. Please advise if you desire a copy.

Best regards.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

GLEN V. SORENSEN
Staff Attorney

lw

Please send a copy of the contract as requested. A check in the amount of $10.70 is enclosed.

Very truly yours,

Fred

STATE OF OREGON 1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 28, 1970

Mr. Frederic H. Starkweather, Jr.
Attorney at Law
Box 705
Gold Beach, Oregon 97444

Re: Norma H. Ayers

Dear Fred:

In reply to your letter of January 27, 1970, regarding the above named individual, please be advised as follows:

The contract for the construction of the Elk River approach and bridge is through a joint venture between C. R. O'Neill, an individual ~~contractor~~, and Tom Lillebo Construction Co., an Oregon corporation.

I hope the above information is subject for your purpose. Best personal regards.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Glen
GLEN V. SORENSEN
Staff Attorney

lw

RECEIVED
MAR 27 1970

FOR FILING
E-70 (3)

7116

March 27, 1970

Federal Insurance Company
417 Norton Building
Seattle, Washington 98104

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $161.28 will be made to C. R. O'Neil and Tom Lillebo Construction Company on Contract No. 7116 for grading, paving, and structure on the Elk River Section of the Oregon Coast Highway in Curry County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,121,763.83 including the post-final payment. Of the total $8,641.03 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc C. R. O'Neil
and Tom Lillebo Constr. Co.
Route 2, Box 95
Creswell, Oregon 97426

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Ward Cook-Rodgers Ins. Co., Inc.
534 S. W. 3rd Avenue
Portland, Oregon

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey

RECEIVED
NOV 17 1969
FOR FILING

F-70(3)
7116

November 17, 1969

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 7116 awarded to C. R. O'Neil and Tom Lillebo Construction Company for grading, paving, and structure on the Elk River Section of the Oregon Coast Highway in Curry County was completed on July 25, 1969, and accepted by the Highway Commission on November 14, 1969.

Final payment in the amount of $52,943.49 will be released to the contractor after November 24, 1969. The total contract amount is $1,121,602.55 including $8,641.03 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc C. R. O'Neil and Tom Lillebo Constr. Co.
Ward Cook-Rodgers Ins. Co., Inc.
Wells-Reed-Wood-West Co.
Great American Insurance Co.
bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
Carroll T. Keasey

RECEIVED
NOV 17 1969
FOR FILING

F-70(3)
7116

C

November 14, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 25, 1969, on Contract No. 7116. The contract was with C. R. O'Neil and Tom Lillebo Construction Company and was for grading, paving and a structure on the Elk River Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for confirmation at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Keasey
srb sr

STATE COPY

Monthly transaction number 10-27	FO. PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) [illegible]	County Curry
Modification number 1		Project number F-70(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 16, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,132,745	$ 1,231,465
Federal funds	$ 719,700.00	$ 782,500.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of October, 1969.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)

For: R. E. Simpson

Oregon State Highway Department

Federal-Aid
Project No. F-70(3) Safety

ELK RIVER SECTION OF THE OREGON COAST HIGHWAY

IN CURRY COUNTY

Revised project agreement estimate.

Salem, Oregon, October 7, 1969

Type Code 0010
Grading (Sta. 1152+50 to Sta. 1158+50)(Sta. 1164+00 to Sta. 1169+00)
(Sta. 1186+00 to Sta. 1191+67.84) (Contract 7116)

Sub-Total on previous estimate of February 5, 1968			$17,410.75

Previous Estimate

Embankment Foundation Excavation, Unclassified	1,650 cu.yd.	1.00	$ 1,650.00
Trench Excavation	660 cu.yd.	3.00	1,980.00
Special Backfill in Drains	8 cu.yd.	8.00	64.00
			$ 3,694.00

Present Estimate

Embankment Foundation Excavation, Unclassified	2,550 cu.yd.	1.00	2,550.00
Trench Excavation	1,000 cu.yd.	3.00	3,000.00
Special Backfill in Drains	378 cu.yd.	8.00	3,024.00
PA4 8-inch Perforated Metal Drain Pipe	2,080 lin.ft.	2.30	4,784.00
			$13,358.00
		Increase	9,664.00
		Sub-Total	$27,074.75
		10% Engr. & Cont.	2,707.25
		Total	$29,782.00

Type Code 6201
Grade & Pave (Sta. 1191+67.84 to Sta. 1257+00) (Contract 7116)

Sub-Total on previous estimate of February 5, 1968	$470,317.75

Oregon State Highway Department

Federal-Aid
Project No. F-70(3) Safety

General Excavation, Unclassified	438,500 cu.yd.	0.45	$197,325.00
Trench Excavation	220 cu.yd.	3.00	660.00
Special Backfill in Drains	22 cu.yd.	8.00	176.00
Bituminous Base Mixture	20,100 ton	4.70	94,470.00
Asphalt In Bituminous Base Mixture	1,100 ton	38.00	41,800.00
Asphalt Concrete Mixture	4,000 ton	4.70	18,800.00
Asphalt Cement in Mixture	240 ton	38.00	9,120.00
Type 2 Guard Rail	3,175 lin.ft.	2.85	9,048.75
			$371,399.75

Present Estimate

General Excavation, Unclassified	464,000 cu.yd.	0.45	$208,800.00
Trench Excavation	1,284 cu.yd.	3.00	3,852.00
Embankment Foundation Excavation, Unclassified	11,700 cu.yd.	1.00	11,700.00
Special Backfill in Drains	1,022 cu.yd.	8.00	8,176.00
Bituminous Base Mixture	21,130 ton	4.70	99,311.00
Asphalt in Bituminous	1,279 ton	38.00	48,602.00
Asphalt Concrete Mixture	5,121 ton	4.70	24,068.70
Asphalt Cement in Mixture	338 ton	38.00	12,844.00
Type 2 Guard Rail	3,635 lin.ft.	2.85	10,359.75
PA 4 8-inch Perforated Metal Drain Pipe	5,629 lin.ft.	2.30	12,946.70
EWO 2 Remove Silt & Repair Fill	All Required		2,099.37
			$442,759.52
		Increase	71,359.77
		Sub-Total	$541,677.52
		10% Engr. & Cont.	54,167.48
		Total	$595,845.00

Type Code X081
Bridge #902C (Sta. 1206+75 to 1213+55) (Contract 7116)

Sub-Total on previous estimate of February 5, 1968 $542,040.25

Previous Estimate

Furnish 10 BP 42 Steel Piling	14,685 lin.ft.	4.25	$ 62,411.25
Seal Concrete	110 cu.yd.	36.00	3,960.00
			$ 66,371.25

Present Estimate

Furnish 10 BP 42 Steel Piling	15,005 lin.ft.	4.25	$ 63,771.25
Seal Concrete	157.89 cu.yd.	36.00	5,684.04
PA 3 Add'nt. shoring & Cribbing	All Required		4,500.00
PA 3 Add'nt. Class "A" Concrete	15.58 cu.yd.	73.05	1,138.12

Oregon State Highway Department

Federal-Aid
Project No. F-70(3)Safety

	$ 75,093.41
Increase	8,722.16
Sub-Total	550,762.41
10% Engr. & Cont.	55,075.59
Total	$605,838.00

Length of Grading Only	0.316 miles
Length of Grade & Pave	1.108 miles
Length of Structure	0.129 miles
Total	1.553 miles

Cost of Grading per mile	$ 94,246.83
Cost of Paving per mile	$537,766.24

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grading	$ 29,782.00	$ 18,900.00	$ 10,882.00
Grade & Pave	595,845.00	378,600.00	217,245.00
Structure	605,838.00	385,000.00	220,838.00
Total	$1,231,465.00	$782,500.00	$448,965.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 8-1048

C

Fo Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 2-63	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Curry
PROJECT REPORT NO. 4	(PPM 21-7) 2-16-68	PROJECT NO. F-70(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Elk River Section of the Oregon Coast Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-9-68	1.553
OTHER (Specify)		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,132,745	$ 719,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A.W. Parsons, Division Engineer

By L.R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer: February 16, 1968

Oregon State Highway Department

Federal-Aid
Project No. F-70(3) Safety

ELK RIVER SECTION OF THE OREGON COAST HIGHWAY

IN CURRY COUNTY

Project agreement estimate.

Salem, Oregon, February 5, 1968

Type Code 0010
Grading (Sta. 1152+50 to Sta. 1158+50)(Sta. 1164+00 to Sta. 1169+00)(Sta. 1186+00 to Sta. 1191+67.84)(Contract No. 7116)

Temporary Protection and Direction of Traffic	All Required (20%)			$ 900.00
Clearing and Grubbing	All Required (10%)			1,500.00
Ditch Excavation, Unclass.	110	Cu.Yd.	$ 2.00	220.00
Embankment Foundation Excavation, Unclassified	1,650	Cu.Yd.	1.00	1,650.00
Overhaul	950	C-yd.Sta.	0.35	332.50
Trench Excavation	660	Cu.Yd.	3.00	1,980.00
Special Backfill in Drains	8	Cu.Yd.	8.00	64.00
Watering	100	M-gal.	2.50	250.00
18-inch Culvert Pipe	150	Lin.Ft.	4.90	735.00
24-inch Culvert Pipe	340	Lin.Ft.	9.25	3,145.00
36-inch Culvert Pipe	350	Lin.Ft.	12.70	4,445.00
18-inch Paved Culvert End Slopes	2	Only	70.00	140.00
24-inch Paved Culvert End Slopes	1	Only	120.00	120.00
Type 2 Guard Rail	225	Lin.Ft.	2.85	641.25
Type 2 Fence	24	Rod	12.00	288.00
				$ 16,410.75
Flagging (60% of Contractor's Cost)	All Required			1,000.00
	Subtotal			$ 17,410.75
	10% Engr. & Cont.			1,740.25
	Total			$ 19,151.00

Type Code 6201
Grade and Pave (Sta. 1191+67.84 to Sta. 1257+00)(Contract No. 7116)

Temporary Protection and Direction of Traffic	All Required (80%)			$ 3,600.00
Clearing and Grubbing	All Required (90%)			13,500.00
General Excavation, Unclass.	438,500	Cu.Yd.	$ 0.45	197,325.00
Overhaul	35,650	C-yd.Sta.	0.35	12,477.50
Finishing Roadbed and Slopes	1.01	Mile	1,000.00	1,010.00
Rounding Cutbanks	7,900	Lin.Ft.	0.20	1,580.00
Trench Excavation	220	Cu.Yd.	3.00	660.00
Special Backfill in Drains	22	Cu.Yd.	8.00	176.00
Watering	2,300	M-gal.	2.50	5,750.00
Subbase	32,000	Cu.Yd.	0.85	27,200.00
3/4" - 0 Material in Base	1,700	Cu.Yd.	4.25	7,225.00
Bituminous Base Mixture	20,100	Ton	4.70	94,470.00

Asphalt in Bituminous Base Mixture	1,100	Ton	$ 38.00	$ 41,800.00
Asphalt Concrete Mixture	4,000	Ton	4.70	18,800.00
Asphalt Cement in Mixture	240	Ton	38.00	9,120.00
Stage Construction Surfacing	5,850	Sq.Yd.	1.20	7,020.00
12-inch Reinforced Concrete Bridge End Panels	220	Sq.Yd.	19.50	4,290.00
18-inch Culvert Pipe	720	Lin.Ft.	4.90	3,528.00
6-inch Drain Pipe	180	Lin.Ft.	2.00	360.00
8-inch Drain Pipe	650	Lin.Ft.	2.30	1,495.00
18-inch Paved Culvert End Slopes	3	Only	70.00	210.00
2-inch Electrical Conduit	90	Lin.Ft.	2.00	180.00
Concrete Inlet, Type G-2M	1	Only	240.00	240.00
Corrugated Metal Catch Inlets	8	Only	55.00	440.00
Extra for A.C. Concrete Curbs	2,730	Lin.Ft.	0.65	1,774.50
Extra for A.C. Concrete Approaches	10	Only	35.00	350.00
Guide Posts, W-1	56	Only	8.00	448.00
Type 2 Guard Rail	3,175	Lin.Ft.	2.85	9,048.75
Type 2 Fence	20	Rod	12.00	240.00
16' Cattle Guard, Metal	1	Only	2,000.00	2,000.00
				$466,317.75
Flagging (60% of Contractor's Cost)	All	Required		4,000.00
	Subtotal			$470,317.75
	10% Engr. & Cont.			47,031.25
	Total			$517,349.00

Type Code X081
Bridge #1102C (Sta. 1206+75 to Sta. 1213+55) (Contract No. 7116)

Remove Old Bridge	All	Required		$ 10,000.00
Shoring, Cribbing, etc.	All	Required		25,000.00
Structural Excavation	1,600	Cu.Yd.	$ 4.00	6,400.00
Structural Excavation Below Elevation Shown	140	Cu.Yd.	14.00	1,960.00
Special Footing Backfill	450	Cu.Yd.	5.00	2,250.00
Furnish 10 BP 42 Steel Piling	14,685	Lin.Ft.	4.25	62,411.25
Drive Steel Piles	184	Only	75.00	13,800.00
Splice Steel Piles	45	Only	40.00	1,800.00
Class "A" Concrete (2,245 Cu.Yd.)	All	Required		164,000.00
Seal Concrete	110	Cu.Yd.	36.00	3,960.00
80'-85' Bulb-Tee Prestressed Beam	10	Only	3,035.00	30,350.00
125'-130' Bulb-Tee Prestressed Beam	32	Only	4,460.00	142,720.00
Reinforcement (457,700 Lbs.)	All	Required		67,000.00
Metal Parapet Railing, Single Pipe	1,370	Lin.Ft.	7.70	10,549.00
6-inch Standard Steel Pipe	80	Lin.Ft.	18.00	1,440.00
				$543,640.25

Salvage Value (Old Bridge)	32,000 Lbs.	$	0.05	$(1,600.00)
	Subtotal			$542,040.25
	10% Engr. & Cont.			54,204.75
	Total			$596,245.00

Length of Grading Only - - - - 0.316 Mile
Length of Grade & Pave - - - - 1.108 Miles
Length of Structure - - - - - 0.129 Mile

Total 1.553 Miles

Cost of Grading Per Mile - - - $60,604.43
Cost of Paving Per Mile - - - $466,921.48

Retained in Program Status

Slide Removal	All Required	$ 35,000.00
Seed and Fertilize	All Required	1,500.00
Mulching	All Required	3,500.00
Signing	All Required	600.00
	Subtotal	$ 40,600.00
	10% Engr. & Cont.	4,060.00
	Total	$ 44,660.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grading	$ 19,151.00	$ 12,100.00	$ 7,051.00
Grading and Paving	517,349.00	328,700.00	188,649.00
Structure	596,245.00	378,900.00	217,345.00
Subtotal	$1,132,745.00	$719,700.00	$413,045.00
Retained in Program	$ 44,660.00	$ 28,300.00	$ 16,360.00
Total	$1,177,405.00	$748,000.00	$429,405.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

ELK RIVER SECTION

PROJECT NO. F-70(3)

STATE WORK - NONPARTICIPATING

Work by General Telephone Co.	All Required	$ 5,000.00
Work by Coos-Curry Electric Co.	All Required	32,000.00

F-70(3)
7116

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Elk River	WEEK ENDING: August 29, 1969	SECTION PREFIX 8-1048
HIGHWAY Oregon Coast	COUNTY Curry	
NAME OF JOB Elk River	KIND OF WORK Grading Paving & Structure	
CONTRACTOR C. R. O'NEIL & TOM LILLEBO CONST. CO.	CONTRACT NUMBER 7116	FEDERAL AID PROJECT NUMBER F-70 (3)
DATE OF CONTRACT January 30, 1968	DATE WORK STARTED March 11, 1969	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 430	WORK DAYS USED CALENDAR DAYS USED 422
PROJECT AUTHORIZATION $ 1,285,989.85	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98
EXCLUSIVE OF ENGINEERING: $ 1,157,272.54	ENGINEERING AUTHORIZATION $ 88,717.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,157,272.54	this week 126.14 ENGINEERING COST TO DATE $ 107,966.60	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 122 %	DATE PROJECT WAS COMPLETED: July 25, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.45	1.22			1.22
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.45	1.22			1.22
TOTAL ESTIMATED QUANTITIES (CONTRACT)	430,500 cy	33,700 cy			24,100 ton
TOTAL QUANTITIES CORRECTED TO DATE	464,000 cy	34,500 cy			26,250 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	464,000 cy	34,500 cy			26,250 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	902C							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Johnson

RECEIVED
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Estimated date of completion of Semi-Final Estimate is Sept. 5, 1969

SIGNED Bobby W. Johnson LOCATION **Coquille**

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP7F218

RECEIVED
AUG 13 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-70(3)
7116

July 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7116
Prefix 8-1048
FAP F-70(3)

Dear Sir:

All work under Contract No. 7116, Elk River Section of the Oregon Coast Highway in Curry County, was completed on July 25, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 7-25-69

Conditions noted on above date:

NONE

for

R. E. Simpson
Division Engineer

RECEIVED
AUG 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
To: Forrest Cooper ✓
F. D. Morgan

6-27-69

REC[illegible] 1969
Region
Wash DC

F 70(3)

7116

FORM PR-31B
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 8	REPORT NO. 3	COUNTY Curry	DIVISION Oregon
DATE OF INSPECTION 6-27-69	INSPECTION MADE BY W.N.Bryant, Area Engineer		PROJECT NO. F-70(3) Safety
IN COMPANY WITH CKeasey, Div Engr, Bob Johnson, Res Engr, B. Barnhart, Inspector, E. Ash, Res Br Engr, OSHD			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED See below	WORK COMPLETED 99 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

ELK RIVER SECTION
OREGON COAST HIGHWAY

The project was completed, except for removal of the old structure, in reasonably close conformity with the plans and specifications on June 23, 1969. The contract specifications provide that all work required under the contract except for removal of the old bridge shall be complete and that all work including removal of the old bridge shall be completed within 430 calendar workdays. Removal of the old bridge is expected to be completed in about 2 weeks, well within the contract time allowed. The removal work will be discussed in the Final Report. The final cost of completing the work, including approved changes, is $1,143,189.84 approximately 11% above the original bid amount of $1,026,368.75. All significant overruns were covered under approved price agreements. The final cost of engineering is estimated to be $103,000.

R L

NOTED

A total of 12 price agreements were approved during the life of the contract. Also, three subcontracts in the total amount of $223,102.50 or 21.74% of the contract bid amount were approved.

The results of laboratory tests of the material incorporated into the work indicated that reasonably close conformity with the specifications was obtained except for 3 sheets of 4x4-6/6 welded wire fabric used in the 12-inch reinforced concrete bridge end panels (Bid Item #19). The material was considered nonspecification due to the diameter of the traverse wires being less than the specified tolerance and a resulting tensil strength of less than the specified 75,000 psc. Since the primary purpose of the fabric was to form a frame onto which the #3 traverse bars could be attached and because the stress induced to the fabric would be considerably less than that specified the material was accepted for use. No reduction in price was required since the cost of assessing a justifiable penalty of about $0.03 per square foot would be considerably more than the penalty itself. The State informed the contractor that it was due to the small quantity of material involved that a reduction in price for noncompliance would not be required.

The height of the guardrail was checked at several locations and found to be as specified.

[illegible]
STATE HIGHWAY ENGINEER

Ref'd to Morgan 7-24-69

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
JAN 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-206

F-70(3)
7116

G-1P
G-1N

Contingent upon modification of project agreement if additional funds are required.
Date
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Elk River
Date December 13, 1968
Highway Oregon Coast
Contract No. 7116
County Curry
Prefix 8-1048
Contractor C.R. O'Neil & Tom Lillebo Const. Co.
F. A. Project No. F-70(3)
Address 83593 N. Pacific Highway, Creswell, Oregon
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove sand and silt from Mr. Woodworth's orchord and pasture, sta. 1220+00 to 125+00 and fill the gullies washed in the fill slope.

Location by station numbers:

1220+00 to 1225+00 Lt. Side

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Material (200 cu. yds. from Project)	$ 0.00
Equipment Rental	540.00
Labor	217.12
Contractor's Percentage	124.42
Total	$881.54

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Heavy rains, soon after the slopes were seeded and mulched, washed sand and silt from the fill slope onto private property.

(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,245,989.84
Present estimate of project cost, including $ 881.54 for work under this order	$1,245,989.84
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. E. Holland
J.E. Holland
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ John Quiner II
Assistant Division Engineer

Approved /s/ F. D. Morgan 1-9-69

EXTRA WORK ORDER NO. 2

Removing:

10 cy. truck	16 hrs. @ $12.10	$193.60	
Loader	16 hrs. @ $14.60	233.60	
Dozer	8 hrs. @ 14.10	112.80	
Subtotal			$540.00
Teamsters	16 hrs. @ $4.93	$ 78.88	
Loader Operator	16 hrs. @ 5.76	92.16	
Dozer Operator	8 hrs. @ 5.76	46.08	
Subtotal			217.12
Overhead on Equipment +15%			81.00
Overhead on Labor +20%			43.42
TOTAL			$881.54

RECEIVED
AUG 20 1968

FOR FILING

F-70(3)

7116

August 19, 1968

2445

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Grading Phase, Inspection in Depth, Elk River Section, Oregon Coast Highway, Contract No. 7116, Project F-70(3)

The inspection-in-depth report on the grading phase of the Elk River Section has been reviewed. It is noted in your findings and recommendations that you suggest consideration be given to a change in specifications which would require that Densometer tests be run only after a lift of embankment appears stable and well compacted as this would give the engineer better control over wet, unstable materials.

The problem of over-optimum water content in embankment materials in the coastal areas has been a continuing one ever since highways were first constructed in this vicinity. It is well known that the dirt materials in most cut areas along this coast are usually in a natural saturated condition. If embankment materials were required to be dried out to an optimum or less water content, it would not only extend construction time immeasurably, but would be impractical and unecomomical.

It has been established by past experience that, while perhaps not the most desirable method of construction, the embankments for highway fill areas can be constructed of over-optimum material which will provide a satisfactory foundation for the roadway. This method requires that the engineer make the best use of the available materials as far as selectivity for mixing or lamination in the embankment areas. Under 102-3.11, B (2), Embankments, our present specifications, where feasible, require specified densities in the embankments. Also, under (c) deflection basis of determination, it states that when materials are not susceptible to testing for densities as in (b), then they shall be compacted by whatever equipment and method as is practical or specified, and at such moisture contents as are required to attain a well filled, dense and firm material in place which will show no appreciable deflection or reaction under the compacting equipment involved.

We feel that these specifications allow our engineers some leeway to exercise judgment in cases such as this.

A check on this phase of the work on the Elk River project, since your inspection in depth, confirms that our engineer is making every effort to attain a stable fill embankment through material selection. Our existing specifications are now being closely reviewed and this matter will be considered for possible specification revision if found expedient.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. T. Keasey - Enc.

JHW:fw srb

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 6, 1968

In reply refer to: 08-35-DA/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon - Attention: Mr. F. B. Klaboe

FROM: For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-70(3) - Elk River Section, Oregon Coast Highway
Inspection-in-Depth Report

Attached is an Inspection-in-Depth report covering grading work on the subject project. This is the second of the Statewide inspections-in-depth covering grading operations this construction season.

You will note in the report that those deficiencies found relative to project control have been discussed with your representatives and that no followup inspection will be necessary on the project. The third finding relative to the specifications has also been discussed with representatives from the Construction Division and we request that you consider adopting the recommended change on future projects where the problem might occur. We would appreciate your comments relative to the recommendations.

Other than those noted, no deficiencies were found during the inspection.

Enclosure
Report

Routing
[illegible]
Decker
Bond
Barboo
Walker
[illegible]
[illegible]
Peas
Morel[illegible]
[illegible]
Scott
W[illegible]
Litch[illegible]
[illegible]

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CONSTRUCTION
DIVISION

Morgan File
8-9-68

RECEIVED
AUG 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

8/12/68
Copies to
Young
Hatcher
Kenney
Holland

(m)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D (REV. 10-66) cc: OSHD(Klaboe)
Region, 3 cys
Wash DC thru Region File 439 Hossner, Riedl (PPM 20-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check appropriate one) ☒ PART OF STATEWIDE PHASE ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Curry	F-70(3)

DATE OF INSPECTION	PHASE(S) INSPECTED	REPORT OR CONTROL NUMBER
7-23-68	Grading (Phase No. 7)	35-68 EID(7)12

INSPECTION MADE BY	IN COMPANY WITH
Glenn K. Hossner, Area Engineer John J. Hegmann, Area Engineer	P. V. Riedl, Area Engr, BPR J. E. Holland, Res Engr, OSHD

REPORT PREPARED BY
J. J. Hegmann, Area Engr

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) ____

CONTRACTOR (Name and address)	CONTRACT AMOUNT / PROJECT STATUS (% comp.)
C. R. O'Neil and Tom Lillebo Construction Co. Creswell, Oregon	$1,026,368.75 42

LOCATION
On US Hwy 101 approximately 2 miles north of Port Orford, Oregon.

REPORT TO INCLUDE: SCOPE OF INSPECTION, SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

ELK RIVER SECTION
OREGON COAST HIGHWAY

Inspection time:	8 manhours
Driving time:	18 manhours
Writeup time:	8 manhours

SCOPE OF INSPECTION:

This was the second of the Statewide inspections-in-depth in Oregon and covered grading items on the Elk River project. The inspection procedure was similar to that on the previous inspection of this phase. Following a review of procedures and documentation in the resident engineer's office, the contractor's operations and State's inspection and control on the project were observed. An approved prepared guideline was used and completed . It will be filed with the Division Office copy of this report.

The major item associated with grading on this project is the General Excavation Unclassified; the bid quantity was 438,500 cubic yards,

(more)

and the unit price was $0.45. To date approximately 75% of the grading had been completed and work was in progress on the date of the inspection.

FINDINGS AND RECOMMENDATIONS:

During an embankment density test which was witnessed during the inspection the densometer base was neither weighted nor anchored. The base should be held down by approved means on all future tests as stipulated in the Inspectors Manual.

Only one test on embankment compaction to date had been designated a record sample. This is far less than the number prescribed in the Inspectors Manual. Additional record tests should be promptly taken and the schedule should be more closely adhered to in the future.

On this project most of the embankment material is fine enough to require completion of embankment density tests and computation of relative maximum densities. However it has been quite possible for the contractor to meet the specified percentage using material above optimum moisture to the extent that it was still unstable after compaction and testing. It is recommended that consideration be given to revising future specifications whereby the engineer would be required to run densometer tests only after a lift of embankment appears stable and well-compacted. This would give the engineer better control over wet unstable materials.

COMMENTS:

The first two findings were satisfactorily resolved at the field level. All findings have been discussed with representatives of the Construction Division in Salem and no followup inspection will be necessary.

Except for the above findings the State's project control and procedures on this project were considered satisfactory.

RECEIVED
SEP 26 1968
FOR FILING

E-70(3)

7116

NOTED
LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1968

SUBJECT: Out of State Fabrication and Inspection

To:
L. P. Shaw
Asst. State Highway Engineer
Office

REF: Attached Memo Concerning Welding Fabrication

The purpose of this memo is not to present you with a problem but rather to keep you informed. Any suggestions you might have for solution, however, would be welcome.

The situation described in the referenced memo is not new. For a number of years we have been aware of the fact that out of state fabrication does not receive the quality of process inspection as that imposed on our local processors and fabricators. We have attempted to resolve the problem by employing private inspection agencies and other State materials inspectors on critical structure fabrication. Since we do not have full control of these inspectors, there is some question as to their qualifications and thoroughness of inspections. Several job-site inspections by our people have substantiated this concern.

As indicated in the attached memo, the shotgun marriage of quality with economy becomes somewhat strained without the council of adequate inspection.

O A White
O. A. WHITE
Engineer of Materials & Research

NOTED
LLOYD P. SHAW

OAW:zf

White will contact Eng. of Matls,
Wash. to establish procedures
for testing these.
Shaw

RECEIVED
AUG 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 8, 1968

SUBJECT: Cattle Guards
Contract 7116

To:
Mr. I. D. Merchant
Bridge Division
Office

Larry Miller, assistant to Ed Rief, was in Provo, Utah last week on private business and while there he stopped at Commercial Welding Co. and looked at cattle guards which are being manufactured for Portland Wire and Iron for State Contract 7116, Elk River Bridge. Mr. Miller found a number of deficiencies in the guards which he inspected.

1. The welders had not been qualified to do state work.
2. Material shown on the approved drawings is A7. The manufacturer said he might be able to find mill reports showing chemistry but not physicals, but did not produce these.
3. The process used was CO_2 (.035) shielded, with 111A 3/32 dual shield electrode. There is no mention of CO_2 welding on the drawings.
4. Rail sections are being attached with 1/8" fillets.
5. 10" channel bulkhead corners are fabricated with a seal bead weld on the outside made in the vertical position, down hand, using E7024 electrode. The drawing apparently shows a 3/16" fillet inside.
6. 1/8" CO_2 welds are used to fabricate the clean-out panel in the attachment of 7/8" x 7/8" x 2" channel to 3¼ x 1¼" angle.
7. Completed guards are not sand-blasted prior to painting. There is considerable weld splatter and pimples and undercut.

Have you any suggestions as to a method of handling inspection on this type of out-of-state fabrication? That this company can produce these cattle guards in Provo and put them on the job on the coast at a lower price than Portland Wire and Iron could make them themselves apparently points out the economies which are possible by fabricating without inspection. Should we drop our quality requirements for this type of fabrication so that local manufacturers may compete with "foreign" manufacturers? We will have more than a little trouble trying to upgrade the quality of workmanship of these manufacturers which are located in areas where we do not have inspectors. Many faults, such as lack of cleaning before painting, can be hidden by a heavy coat of paint and may not show up for several months. Also, it is unlikely that anyone other than an expert could look at a weld and say that it was made with E7024 rod rather than E7018 electrode, and the expert would probably be foiled by a heavy coat of paint. Therefore, how could these defects be picked up by field inspection?

As for the particular cattle guards in question, since it is known that they are poorly made it would seem that a penalty would be in order.

D. A. WHITE
Engineer of Materials & Research
by
John C Jenkins
JOHN C. JENKINS
Asst. Engineer of Materials
and Research

JCJ:zf

cc: F.D. Morgan
C.J. Keasey
E.H. Ash
E.J. Rief

[illegible] JUN 6 1968

Form FH-32X (4-67)

UNITED STATES GOVERNMENT

Memorandum

F-70(3)

7116

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 17, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth 35-68-EID(10A)7
Pile Driving Operations
Oregon Project F-70(3)

Enclosed herewith is an inspection-in-depth report on the pile driving operations of the subject project. Generally we find the work acceptable except for the minor problem mentioned in the report.

We wish to extend our appreciation for the cooperation we received from your project personnel while conducting this inspection.

Enclosure
Inspection-in-Depth report

NOTED
F. B. KLABOE

Copy - Meacham
Young
6-20-68

REFERRED TO
Edw
By Asst State Hwy. Engr

NOTED
R. L. [illegible]

NOTED
TOM EDWARDS

RECEIVED
JUN 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-68-CID(10A)7

FORM PR-33D cc: OSHD (Klebe) File 439 Admin Mgr
(REV. 10-68) Region (3 cys)
Wash DC thru
Region

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

PC

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	COUNTY Curry	PROJECT NUMBER F-70(3)

DATE OF INSPECTION: 5-22 & 23-68

PHASE(S) INSPECTED: Phase 10A - Pile Driving Operations

INSPECTION MADE BY
R. A. Schell, Area Engineer
P. E. Lucinroth, Bridge Engineer
L. M. Cheeshir, Highway Engineer Trainee

IN COMPANY WITH
J. E. Holland, Resident Engineer, OSHD
E. H. Ash, Resident Bridge Engineer, OSHD
Charles Turner, Chief Inspector
Paul Daniels, Inspector

REPORT PREPARED BY
L. M. Cheeshir, Highway Engineer Trainee

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER *(Specify)* ____

CONTRACTOR *(Name and address)*
C. R. O'Neil & Tom Lillebo Construction Company
Route 2, Box 93
Creswell, Oregon 97426

CONTRACT AMOUNT $ 1,036,368.75

PROJECT STATUS *(% comp.)* 16%

LOCATION
Project located 1.34 miles north of Port Orford on the Elk River Section of the Oregon Coast Highway.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

ELK RIVER SECTION
OREGON COAST HIGHWAY

Inspection Time: 5 hrs.
Driving Time: 10 hrs.
Write-up Time: 2 hrs.

SCOPE:

This inspection was the first of several inspections-in-depth covering pile driving operations on a Statewide basis.

The contract provided for furnishing 14,683 lineal feet of 10BP42 steel piling @ $4.25/LF, driving 184 piles @ $75 each, and splicing 43 piles @ $40 each for a total cost of $78,011.25.

This inspection followed a prepared guideline which was completed and is on file along with the Division file copy of this report. Following the review of office records, field books, and specifications, the field driving operations and inspection procedures were also reviewed.

(more)

EDITION OF (6-64) IS USABLE

FINDINGS:

At the time of this inspection, 43% of the pile driving was satisfactorily completed. The Inspection-in-Depth indicated that the pile driving operations on this project are being adequately administered and that the footings are being constructed in substantial compliance with all applicable specifications.

A minor problem of identifying seven individual piles with a certified heat number was encountered in the field office. Further discussion with the inspector in the field revealed that the heat numbers in question had somehow been obscured and that the small percentage involved was not considered significant.

No follow-up inspection was considered necessary.

GENERAL COMMENTS:

Driving results of at least one pile per footing are being logged for their entire driving length for correlation with the foundation data. This should prove to be a significant addition to the State's foundation exploration program.

The pile record field books, prepared by the State, were being used and provide an excellent pile record. All pay quantities are recorded directly in the field book and the inspection indicated they were complete and up to date.

RECEIVED
APR 2

FORM [illegible] SP*23800-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1968

F-70(3)

7176

SUBJECT: Elk River Section
Oregon Coast Highway
Contract No. 7116

To:

Mr. C. T. Keasey
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

ATTENTION: Mr. John Quiner II

Your letter of April 19, 1968, concerning the use of 1,200 cubic yards of crushed rock by the State Fish Commission has been reviewed. We have no objection to the State Fish Commission utilizing rock from the State-controlled source. Since this is another State agency, we do not believe any kind of royalty should be charged. The only stipulations we should make are as follows:

(1) A determination should be made that there is adequate quantity to complete the subject contract in addition to the materials requested by the Fish Commission.

(2) The contractor should agree that in the event an adequate quantity of materials is not available to complete the subject contract, he will provide materials from another source at no increase in cost to the Highway Department.

(3) The contractor should also agree that no claim will be made against the Highway Department for additional time as a result of furnishing materials to the Fish Commission.

NOTED
F. B. KLABOE

(4) All provisions as covered in Article 6-2 of the Special Provisions concerning appearance of the source after removal of materials should be applicable to material furnished the Fish Commission.

The Bureau of Public Roads Area Engineer has indicated that any additional compensation or time requested by the contractor as a result of his furnishing material to the Fish Commission would be unlikely to be approved.

F D Morgan

F. D. Morgan
Construction Engineer

FDM-DES:nn:fw
cc: F. B. Klaboe
R. B. Simpson

RECEIVED
FEB 20 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-70(3)

7116

February 19, 1968

C. R. O'Neil and
Tom Lillebo Construction Co.
Route 2, Box 95
Creswell, Oregon 97426

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7116 for grading, paving and structure on the Elk River section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.
cc
Federal Insurance Company
Great American Insurance Company
Ward Cook-Rodgers Insurance Company, Inc.
Wells-Reed-Rood-West Company

RECEIVED

UNITED STATES GOVERNMENT

FORM *Memorandum*

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 6, 1968

In reply refer to: 08-35-EC

F-70(3)

7116

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-70(3)
Elk River Section
Grading, Paving and Structures

As requested in Mr. Young's letter of February 1, 1968 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of January 30, 1968 in the award of contract No. 7116 to C. R. O'Neil and Tom Lillebo Construction Company, of Creswell, Oregon, low bidder in the amount of $1,026,368.75 at the January 25, 1968 bid opening.

NOTED
F. J. KLABOE

2-8-68
REFERRED TO
Young
Asst. State Hwy. Engr.

RECEIVED
FEB - 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 1 - 1968

FOR FILING

F-70 (3)

7116

February 1, 1968

C. R. O'Neil and
Tom Lillebo Construction Company
Route 2, Box 95
Creswell, Oregon 97426

Gentlemen:

Enclosed are three copies of Contract No. 7116 for $1,026,368.75 awarded to you by the State Highway Commission on January 30, 1968. This contract is for grading, paving and structure on the Elk River Section of the Oregon Coast Highway in Curry County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin February 14, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
C. T. Keasey
J. E. Holland

RECEIVED
FEB 2 - 1968

F-70(3)

7116

February 1, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of January 30, 1968 is requested in the award of contract for the Elk River Section, Project No. F-70(3) Safety.

The contractor receiving the award is C.R. O'Neil and Tom Lillebo Construction Co. in the amount of $1,026,368.75 with the Contract No. 7116 assigned. This bid was received on January 25, 1968 and awarded January 30, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

No crossing permits are necessary on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DAR:slh

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
JAN 12 1968

FOR FILING
F-70(3)
7116

Klabor

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 9, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Div Engr, by G. R. Brooks, Dist Engr
Salem, Oregon

G R Brooks

SUBJECT: Oregon Project F-70(3)
Elk River Section
Grading, Paving and Structures

PS&E documents for the subject project are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Under the provisions of IM 20-1-67 dated April 26, 1967 "...all Federal-aid highway plans submitted for approval after January 1, 1968 shall show the magnitude, frequency and pertinent water surface elevation for the design flood and, if available, similar data for the maximum flood of record for all structures and roadway embankments that cross flood plains or encroach on rivers and streams having a design flood of more than 500 cubic feet per record...." The Elk Creek Structure notes the 1964 highwater elevation; however, a revised sheet should be furnished prior to our concurrence in award that covers the magnitude, frequency and water surface elevation for the design flood. We would appreciate the hydrologic and hydraulic data computation report, as mentioned in the IM, for this structure for our files. In the future your PS&E request letter should mention IM 20-1-67 with the assurances requested concerning flood plain developments and that the facility including structures and embankment will be capable of withstanding the flood flow with minimum damage.

orig to
Young
w/ enc
copies to
Merchant
Morgan
Moehring
Litchfield
1-11-68

Right of Way:

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' letter of December 21, 1967.

Utilities:

Mr. Litchfield's December 29, 1967 Utility Status Report indicates that both reimbursable and nonreimbursable utility adjustments are involved but the reimbursable work will be on a nonparticipating

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

basis. We understand that you will certify that necessary arrangements have been made for proper coordination of such work. In accordance with the provisions of subparagraph 15d of PPM 30-4 you should furnish this office with the serial numbers for permits issued to the appropriate utilities in your request for concurrence in award.

Single Product Usage:

As stated in Mr. Young's January 2, 1968 letter, the use of one material or product is limited to those items previously accepted.

Plans, Specifications and Estimate:

Our conditional PS&E approval is with the understanding that any changes found necessary upon completion of our review will be made by revision letter in addition to changes listed as follows:

Special Provisions:

1. Section 5-3 Date of 25th does not appear on plans.
2. Section 330 under measurement and payment should include item to also cover removal after used.
3. Standard Drawing 13663, Cattleguards call for out-of-date paint. Also lists "breaking strength" for concrete which is now stated as "design strength."

The pavement type selection for the project is accepted on the basis of documentation attached to your December 14, 1967 "Project Base Design" sheet. We understand that this project base design is predicated on a specific materials source. The contractors should be notified in the Special Provisions that the base design may be modified if they elect to secure material from any other source.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Div. II Part 4 Strucutres (excluding Section 410)...October 1967
Div. II Part 4 Structures Section 410..............October 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

(more)

The use of Article 330-3.22A Profile Index (Supp. Stds. 3-1-67 is approved for use on this project.

Other Agency Approval:

Mr. Young's January 2, 1968 letter indicates that State conservation agencies agree that no special measures are necessary to accommmodate fish and wildlife. Nonconcurrence by other appropriate public agencies is not involved.

Miscellaneous Authorizations:

After award concurrence, you are authorized to proceed with contractor's flagging shown in your estimate in the amount of $5,000.00.

Enclosure
Title Sheet

UNITED STATES GOVERNMENT

Memorandum

F-70(3)

7116

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 3, 1968

In reply refer to: 08-35.EC/710.12

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

Parsons

SUBJECT: Oregon Federal-aid Primary Program

Mr. Young's December 18, 1967 letter submitted one item for inclusion in the subject program. This Stage 2 Construction Phase project is approved effective today.

Item	Project	Location	Work
475	F-70(3)	Elk River Section	Grade, pave, 1 struc.

You are authorized to proceed with utility preparatory work effective today.

Classification of this project as Safety Improvement is satisfactory.

This action provides for improvement of 1.98 miles of a Primary Route including one bridge at a total estimated cost of $1,400,000 of which $889,000 is reserved as Federal-aid Primary Funds.

NOTED
F.B. KLABOE

1-8-68

REFERRED TO
Young
By State Hwy. Engr.

RECEIVED
JAN 4 - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 28 1967

FOR FILING
F-70(3)
7116

December 28, 1967

Oregon State Highway Commission

Gentlemen:

On the 1968 fiscal year State Construction Program you approved the Elk River Section of the Oregon Coast Highway in Curry County (grading, paving, and structure) in the amount of $500,000. To do an adequate project in this area will cost an estimated $1,400,000, and I recommend that this job be removed from the State Construction Program and be added to Federal-aid Program X. There is sufficient surplus in the Primary funds to handle the work. This is a needed project and can be contracted in the very near future.

copy in Projects Gen

Telephonic approval was secured from Chairman Jackson on December 27, and the matter will be on the agenda for the January 23 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

RLP:ms fn

RECEIVED
DEC 19 1967
FOR FILING

F 70 (3)

7116

December 18, 1967

Mr. A. V. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon 97301

Elk R Sec

Dear Sir:

We are submitting program data for one primary project, Item 475, Project F-70(3), Elk River Section which we desire to have included in the Federal-Aid Primary Highway Program.

This project is being programmed as a "Safety Improvement". Necessary data was furnished your office under our letter of July 3, 1967 and approved for inclusion as a "Safety Improvement" in the May, 1966 "Inventory of Hazardous Locations" by your letter of July 7, 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:slh

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 101 2.7 mi. N. of Port Orford N. 1.98 mi. 21 65	**ADT**	PRESENT 2,900	FUTURE 5,500 (66) (70)	YEAR 87 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. High-Type Pave., 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. P | FEDERAL-AID 2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		US 101 2.7 mi. N. of Port Orford N. 1.98 mi.			
5					**ROW**		(Elk River Section)			
5					**CONST** (CODE) Safety			1.98	1,400,000	889,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.98	1,400,000	889,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1.98 mi. 65	ADT	PRESENT 2,900	FUTURE 5,500 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 475 (14) (15)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F- 14 23	NUMBER 70 7	SEQ. NO. (3) 13	I Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Curry CODE 015 (14) (16)

ROUTE NO. P FEDERAL-AID 2 (32) STATE 9 (36) (37) U.S. 101 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

		ESTIMATED PROJECT COST BY PHASES				
	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
. of 98 mi.						Gr., Dn. only 0.5 mi.; Gr., Dn. 2-12' lanes H.T. pave. with 10' shldrs., 1.48 mi.; One concrete prestressed beam bridge, length 680', HC 48'.
	1.98	1,400,000	889,000	511,000		ROW-200' min.; Access control-partial; Parking restrictions-none Utilities-Adjustment required incl. prep. work.
ECT LS	1.98	1,400,000	889,000	511,000		
		(16) (23)	(24) (33)			

REMARKS

Additional Data: This section constructed under projects FAP-70A and FAP-70B.

This project qualifies as a "Safety Improvement" and was approved by BPR July 7, 1967 for inclusion in the May 1966 "Inventory of Hazardous Locations".

USCOMM DUSCOMM-DC 48908-P61

ELK RIVER SECTION

PROJECT NO. F-70(3)

Existing Facilities:

The existing facilities consists of 20' bituminous surface with 1' shoulders and one bridge over Elk Creek, length 612' (1-17', 1-19' FRTR spans, 2-98' steel deck truss spans and 20-19' PT spans, HC 22', H-15, constructed in 1923. This section is substandard in horizontal and vertical alignment and has a narrow bridge.

Adjacent Sections:

North and south ends: Same as above

Project Data:

Grade and drain (only 0.5 miles) on new alignment; grade and drain (on improved alignment), two 12' lanes high-type pavement with 10' shoulders, 12' climbing lane on the steeper sections (1.48 mi.); construction of one 680' prestressed concrete beam bridge, HC 48'.

System Action, Airports, Water Development - None involved

Public Hearing - Not required

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

REVISED REVISED

Section ELK RIVER Highway OREGON COAST (FAR 2) County CURRY Prefix 8-1489

Res. Engr. E. C. Holland Approx. Length 1.0+ Miles. Sta. 1090+ to Sta. 1141+ Date 12-14-67

Truck A.D.T. 254 Traffic Coefficient 9.0 18 kip s.a. per day 178.1.

Annual Precipitation 63"+ Frost Penetration ---------.

RECEIVED DEC 19 1967

7116 F-7613

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.
	15.0	10.0	P.M.B.B.
	10.5	13.5	Stone Subbase
29.5	29.5	25.5	

(1)
Typical Soil

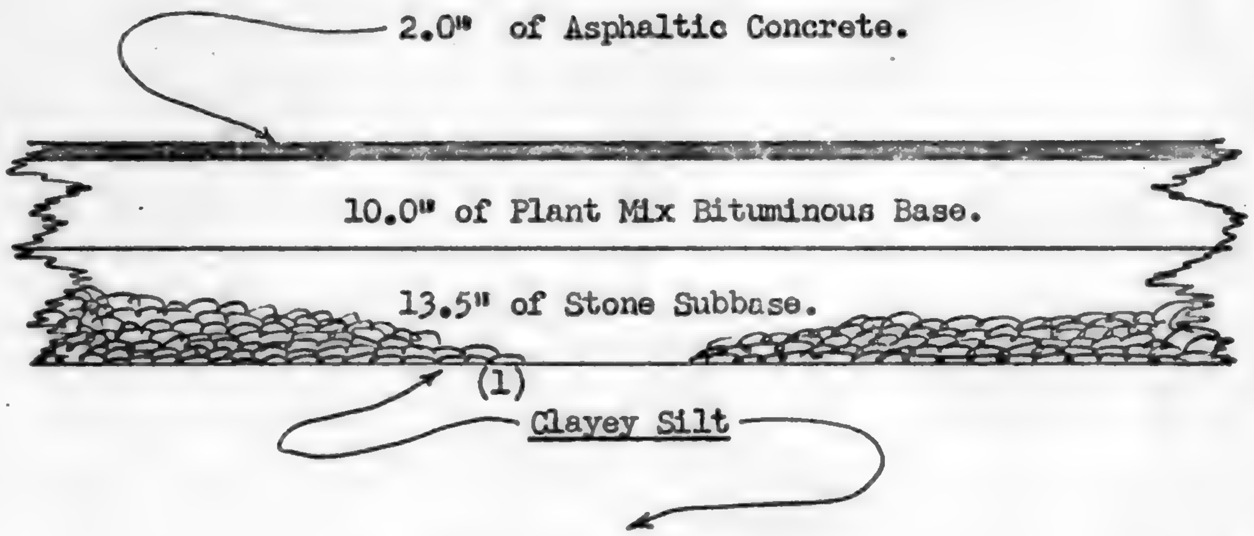
25	LL
3	PI
97	%P 10
77	%P200
3	%Gravel
4	%C Sand
15	%F Sand
54	%Silt
24	%Clay
7	"R" Value
	[illegible]

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.


2.0" of Asphaltic Concrete.
10.0" of Plant Mix Bituminous Base.
13.5" of Stone Subbase.
(1)
Clayey Silt

See Page 2 for remarks.

NOTED
F. B. KLABOE

RECEIVED
1967
OF
ENGINEER

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by ______ for Staff Assistant

Recommended by ______ Ass't Engineer of Materials

Recommended by ______ asst Construction Engineer

Approved by F B Klaboe Asst. State Highway Engineer

ELK RIVER SECTION
Oregon Coast Highway
Curry County

The Project Base Design has been revised to allow use of the gravel pits in the Elk River.

The following recommendations are based on tests of material from Elk River:

> The Asphaltic Concrete aggregate to be crushed from the natural gravel retained on the ½" screen or larger.
>
> Aggregate for the Plant Mix Bituminous Base to be the natural material passing the 1" screen.
>
> Oregon Air Degradation requirement for A.C. and P.M.B.B.:

Passing #20	30%
Height	4.5 inches

Specifications for the Asphaltic Concrete and Plant Mix Bituminous Base material will be furnished by the Materials Laboratory.

Better subgrade material (Sand or Sandy Gravel) may be encountered in cuts during grading; should this material be placed in the upper portion of the subgrade, the bottom coarse base could substantially be reduced. When the subgrade is finished, and if granular materials have been placed as mentioned above, the Resident Engineer should request sampling and testing of the material so that redesign with reduced pavement thickness may be considered.

ELK RIVER
Oregon Coast Highway
Curry County

"OTHER ROADS"

	A.C. Wearing Surface	3/4"-0 Level	Stone Subbase	"CBE" Total Requirement	Actual Thickness
County Road	3.5"	2.0"	15.5"	21.5"	21.0"
Road Approach	2.0"	2.0"	8.0"	13.0"	12.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.5" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals.) = 0.8" Crushed Base

SECTION: ELK RIVER
HIGHWAY: OREGON COAST
COUNTY: CURRY

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. Present ADT 2600 (Total)
B. Future ADT 5200 (Total)
C. Mean ADT 3900 $\left(\frac{A+B}{2}\right)$
D. Design Period 20 Years
E. No. of Lanes 2
F. Percent Trucks 13 (ADT Basis)
G. Trucks (in one direction) $\frac{F}{2}$= 6.5% x (C) 3900 = 254
H. % Trucks in Design Lane 100 %
I. Trucks in Design Lane (G) 254 x (H) 100 % = 254

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where K = 4.669
= 9.0

SECTION: ELK RIVER
HIGHWAY: OREGON COAST
COUNTY: CURRY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: See remarks

CONCLUSION AND REMARKS:

No cost comparison made. The Project Base Design has been revised in order that local available material can be utilized.

25

RECEIVED JUN 29 1967

E-76(2)

7116

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND,
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUN 28 1967
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

June 27, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent under cover of your letter of June 19, 1967.

1. Brownsboro-Hanley Ranch Section, Lake of the Woods Highway, Jackson County
2. Elk River Section, Oregon Coast Highway, Curry County
3. Wallowa Creamery (Wallowa River) Bridge, FAS 487, Wallowa County
4. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
5. Starvation Creek Safety Rest Area, Columbia River Highway, Hood River County
6. Ophir Safety Rest Area, Oregon Coast Highway, Curry County
7. The Dalles Bridge Section, Columbia River Highway, Wasco County

The plans for the above projects are satisfactory and are approved.

Precautions should be taken against siltation on the construction of the bridges on Elk River and the Wallowa River. Both streams contain significant numbers of anadromous fish.

We appreciate the opportunity to review the plans of these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

6/28/67
Copies to
F. B. Klaboe
L. H. Young
Frank Hall (7)
T.C. Roake
J. E. Morelock
L. R. Chandler (6)
A.F. Parson (4)
J. F. Putnam (1)

ROK/dh
nn

cc: Director OFC

S-320(4) & C.C.I. Canal (Ward & Gosney 1968
S-321(3) Rds.) Bridges on FAS 691 & 692,
#7117 east of Bend.

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 99598

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]-22-69	CC 1190		[illegible]

Contract 7117
S-320(4) & S-321(3)

Deschutes County
County Court
Courthouse
Bend, Oregon 97701

RECEIVED
AUG 22 1969
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Charles Plummer, Roadmaster			
Final Billing: Co. I Canal (Ward and Gosney Road) Bridges FAS 691 and 692. Covered by agreement dated October 31, 1967.			
County advance deposit		13,100.00	
Amount previously transferred		[illegible],100.00	
			5,000.00
County share of construction costs		12,496.07	
Amount previously transferred		[illegible],100.00	
			4,396.07
To be refunded			603.93

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

Fas 691 + 692

DESCHUTES COUNTY ROAD DEPARTMENT

Charles L. Plummer, Roadmaster

1507 EAST FIRST STREET • BEND, OREGON 97701

TELEPHONE 382-6795

NOTED
H. S. COX

May 2, 1968

RECEIVED
MAY 7 - 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. Don Pallett
Resident Bridge Engineer
Division 4
Oregon State Highway Department
Bend, Oregon 97701

Re: Acceptance of Gosney and Ward Road construction #9818 and #9819.

692 691

Dear Sir:

Please be advised that on this date, I inspected the above mentioned projects on behalf of Deschutes County, and find as follows:

From all appearances, the bridges were constructed in a workman like manner and appear to conform to all the contract specifications.

Therefore, I would consider the projects completed and acceptable to Deschutes County. However, I think that in the future the wing walls should be carried longer into the bank to prevent erosion from dead eddy water and wash under the approaches. I would like to extend our appreciation to the Highway Department and the Contractor for their fine cooperation extended to us during the course of construction.

NOTED
HAROLD REYNOLDSON

Yours truly,

Charles L. Plummer
Deschutes County Roadmaster

CLP:sk
CC: Mr. H. S. Cox
County and City Relations Engineer
Salem, Oregon

Copy to Merchant.

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

FAS 691 + 692
[illegible] Co
X-ref Policy + Procedure FAS-C

FORM E-30 SOM 3-68 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Bend, Oregon
April 5, 1968

SUBJECT: Structural Backfill In Irrigation Canal Channels
COI Canal – FAS 691 Ward Road
692 Gosney Road

To: H. S. Cox
County & City Engineer
Salem, Oregon

On future contracts calling for excavation within the channel flow area of irrigation canals I recommend that the canal supervisors be contacted for each specific project as to the method of backfilling they will require. These requirements will vary with the type of stratas at each location as some sections of the canals are located over fractured volcanic rock while other sections are in silt, sand, etc. that will cause no leakage problems whatsoever.

As the Arnold Road Bridge will be located in an area of fractured volcanic rock, I have taken the liberty of checking with Mr. Anderson, C.O.I. supervisor. He informed me that he will accept either backfill concrete or a select fine material (silt or sand) water tamped ~~xx~~(puddled) to within one foot of the canal floor with a one foot cover of coarse rock to prevent wash. End fills will have to be made with select material also where below the maximum water flow elevation.

D E Pallett
Donald E. Pallett
Resident Bridge Engr.

cc: Division
C.O.I. Supv. (Mr. Anderson)
File

NOTED
HAROLD
REYNOLDSON

Copy to :- Ivan Merchant
F. D. Morgan
R. N. Chase
C. G. Swenson.

RECEIVED
APR 8 - 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
MA[illegible]

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Monthly transaction number	M PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	tate Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
Modification number 1	(PPM 21-7) 3-26-69	Project number S-321(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 16, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 25,412	$ 26,040
Federal funds	$ 16,100.00	$ 16,374.20
Other revisions		

This modification is made for the following reasons:

Based on final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26 day of March, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Asst. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)
For: R. E. Simpson

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 3-3

PROJECT REPORT NO. 4

FORM PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

2-16-68

STATE Oregon

COUNTY Deschutes

PROJECT NO. S-321(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

C.O.I. Canal (Gosney Road) Bridge on FAS 692

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-3-68	0.010
OTHER (Specify)		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT $ 25,412	FEDERAL FUNDS $ 16,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By JBKlaboe

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L.R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer February 16, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 28854-P66

Oregon State Highway [illegible]artment

Federal-Aid
[illegible]ject No. S-321(3) Safety

C.O.I. CANAL (COUNTY ROAD) BRIDGE ON

FAS 692 IN DESCHUTES COUNTY

Project agreement estimate.

Salem, Oregon, February 8, 1968

Type Code 7080
  Bridge #9816 (Sta. 29+76 to Sta. 30+28)

Remove Old Bridge	All Required (40%)		$ 1,040.00
Shoring, Cribbing, etc.	All Required (40%)		160.00
Structural Excavation	290 cu.yd.	$ 8.00	2,320.00
Structural Excavation Below Elevation Shown	30 cu.yd.	4.00	120.00
Class "A" Concrete (85 cu.yd.)	All Required (41%)		6,560.00
4' x 25'-30' Prestressed Slabs	16 only	600.00	9,600.00
Reinforcement (9,400 lb.)	All Required (39%)		1,560.00
Metal Rail	134 lin.ft.	13.00	1,742.00
		Subtotal	$23,102.00
		10% Engr. & Cont.	2,310.00
		Total	$25,412.00

Length of Project - - - - - - 0.010 mile

Federal Funds -	$16,100.00
State Funds -	4,656.00
County Funds -	4,656.00
Total	$25,412.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

C

Monthly transaction number	PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
Modification number 1	(PPM 21-7) 3-26-69	Project number S-320(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 16, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 39,167	$ 39,777
Federal funds	$ 24,800.00	$ 25,063.19
Other revisions		

This modification is made for the following reasons:

Based on final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26 day of March, 19 69.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe

Asst. State Highway Engineer
(Title)

By S L Green
(Division Engineer)
For: R. E. Simpson

By ______
______
(Title)

By ______
______
(Title)

Monthly transaction number 8-2	FO PR-2A (R 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
Modification number 1	(PPM 21-7) 7 16 68	Project number S-320(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 16, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 27,474	$ 39,167
Federal funds	$ 17,400.00	$ 24,800.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to correct an error in addition on original estimate of 2-8-68, and the increase in cost by extra work order No. 1.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of July, 1968.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By Glen L Greene
For (Division Engineer)
R. E. Simpson

By ____________________

____
(Title)

By ____________________

____
(Title)

Oregon State Highway Department

Federal Aid
Project No. S-320(4) Safety

C. O. I. CANAL (WARD ROAD) BRIDGE ON

FAS 691 IN DESCHUTES COUNTY

Revised Project Agreement Estimate.

Salem, Oregon, July 8, 1968

Type Code X080
Bridge #9819 (Sta. 19+54 to Sta. 20+41)

Remove Old Bridge	All Required (60%)		$ 1,560.00
Shoring, Cribbing, Etc.	All Required (60%)		240.00
Structural Excavation	410 cu. yd.	8.00	3,280.00
Structural Excavation Below Elevation Shown	40 cu. yd.	4.00	160.00
Class "A" Concrete (120 cu. yd.)	All Required (59%)		9,440.00
4' x 25' - 30' Prestressed Slabs	24 only	600.00	14,400.00
Reinforcement (14,800 lb.)	All Required (61%)		2,440.00
Metal Rail	196 lin. ft.	13.00	2,548.00
EWO #1 Replace Backfill	All Required		1,539.00
	Subtotal		$35,607.00
	10% Engr. & Cont.		3,560.00
	Total		$39,167.00

Length of Project - - - 0.016 mile

Federal Funds -	$24,800.00
State Funds -	7,183.00
County Funds -	7,184.00
Total	$39,167.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

Prefix 509-1075

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 3-4	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Deschutes
		PROJECT NO. S-320(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

C.O.I. Canal (Ward Road) Bridge on FAS 691

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-3-68	0.016
OTHER *(Specify)*		

FUNDS Pro Rata 6355

ESTIMATED TOTAL COST OF PROJECT $ 27,474	FEDERAL FUNDS $ 17,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Department
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer February 16, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 28854-P66

Oregon State Highway Department

Federal Aid
Project No. S-320(4) Safety

C.O.I. CANAL (WARD ROAD) BRIDGE ON

FAS 691 IN DESCHUTES COUNTY

Project Agreement Estimate.

Salem, Oregon, February 8, 1968

Type Code X080
Bridge #9819 (Sta. 19+54 to Sta. 20+41)

Remove Old Bridge	All Required (60%)		$ 1,560.00
Shoring, Cribbing, etc.	All Required (60%)		240.00
Structural Excavation	410 cu.yd.	$8.00	3,280.00
Structural Excavation Below Elevation Shown	40 cu.yd.	4.00	160.00
Class "A" Concrete (120 cu.yd.)	All Required (59%)		9,440.00
4'x25' - 30' Prestressed Slabs	24 only	600.00	14,400.00
Reinforcement (14,800 lb.)	All Required (61%)		2,440.00
Metal Rail	196 lin.ft.	13.00	2,548.00
	Subtotal		$ 34,068.00
	10% Engr. & Cont.		3,406.00
	Total		$ 27,474.00

Length of Project - - - - - - - - - - - - - - - 0.016 mile

Federal Funds -	$ 17,400.00
State Funds -	5,037.00
County Funds -	5,037.00
Total	$ 27,474.00

State Funds for Const.: Chap. 173, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

C

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JUN 11 1968

FOR FILE
S-320(4)
7117

June 11, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington

Gentlemen:

A post-final payment for $120 will be made to Ausland Construction Co. on Contract No. 7117 for construction of the C.O.I. Canal Bridges on FAS 691 and 692 (Ward and Gosney Roads) in Deschutes County, as soon as the warrant is prepared.

The total amount paid on this contract will be $59,276.71, including the post-final payment. Of the total, $1,717.39 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Ausland Construction Co.
P. O. Box 437
Grants Pass, Oregon 97526

Mr. Don Stathos
1005 "E" Main Street
Medford, Oregon

bc C. H. Maison
Attn: John Herr

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JUN 20 1968
FOR FILING
5-320(4)
7117

#3

May 31, 1968

Ausland Construction Company
P. O. Box 437
Grants Pass, Oregon 97526

Gentlemen:

The State Highway Commission at its meeting on May 29 considered your request for an extension of time on Contract No. 7117 for construction of C.O.I. Canal Bridges on FAS 691 and 692 in Deschutes County.

After careful consideration, the Commission granted your request for an increase of five days for Phase 1 of the contract, which extended the completion date to April 5, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc J. F. Putnam
Don Pallette
L. H. Young
F. D. Morgan
C. H. Maison

MAY 22 1968

5-322(4)

7117

May 22, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed April 17, 1968, on Contract No. 7117. The contract was with Ausland Construction Company and was for structures on the C.O.I. Canal (Ward and Gosney Roads) Bridges Section of FAS 691 and 692 in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 22, 1968, and that you concur in this procedure at the Commission meeting on May 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Marchant
L. H. Young
J. F. Putnam

srb: jko

RECEIVED
MAY 22 1968

FOR FILE:
5-320(-1)
7117

May 22, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 7117 awarded to Ausland Construction Company for structures on the C.O.I. Canal (Ward & Cooney Roads) Bridges Section of FAS 691 and 692 in Deschutes County was completed on April 17, 1968, and accepted by the Highway Commission on May 22, 1968.

Final payment in the amount of $1,723.18 will be released to the contractor after May 30, 1968. The total contract amount is $59,156.71 including $1,717.39 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Ausland Construction Company
P. O. Box 437
Grants Pass, Oregon 97526

Mr. Don Stathos
1005 "E" Main Street
Medford, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAY 17 1968

5-320(4)

7117

May 16, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 3
May 29, 1968 meeting

Gentlemen:

Ausland Construction Company, contractor for the construction of two bridges over the Central Oregon Canal on Ward and Gosney Roads (FAS 691 and 692) in Deschutes County, Contract No. 7117, has requested that the completion date for Phase 1 of the work be advanced from the specified date of April 1, 1968 to April 5, 1968, without the assessment of liquidated damages. The contractor contends that extra work added to this phase of the work prevented him from completing the work on time.

The contract provided that Phase 1 (construction of bents and wing walls) be completed by April 1, 1968, and that Phase 2 (all work) be completed on May 15, 1968. Phase 1 was completed April 5, 1968, a five-day overrun and Phase 2 was completed April 17, 1968, well before the specified completion date.

The contractor's operations on Phase 1 were delayed five days in performing extra work ordered. Extra work consisted of removing pervious backfill from the piers in the two channels and replacing it with special impervious material to prevent loss of water in the canal bottom. This was done at the request of the operators of the canal.

The above reason justifies an increase of five days for Phase 1 of the contract. I recommend that the completion date for Phase 1 be advanced to April 5, 1968. This waives all liquidated damages.

The matter will be on the agenda for your consideration at the May 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

CAG:smd jko

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7117 Contractor Ausland Construction Co.

Highway FAS 691 & 692

Section C.O.I. Canal (Ward & Gosney Roads) Bridges

Kind of Work Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Grant 5 day extension for Phase 1 because of extra work added.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 3 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

J. H. Putman
Division Engineer

Ivan V. Merchant
~~Construction Engineer or~~
Bridge Engineer

ASST State Highway Engineer

Contract No. 7117

Project designation S-320(4) & S-321(3)
State-Federal

Date awarded February 6, 1968

Work started February 13, 1968

100% Phase 1 4-5-68 Phase 2 4-17-68

Per cent completed ~~85% April 5, 1968~~
Ph Date

Specified Initial Comp. Date ~~No. of Workdays Allowed~~ 4-1-68 Phase 1

Date Completed ~~No. of Workdays Used~~ 4-5-68 Phase 1

New Completion Date ~~No. of Additional Workdays~~ Requested 4-5-68 Phase 1

HP*6206-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 24, 1968

Gentlemen:

We, the undersigned, respectfully request ~~an increase in the number of workdays~~ a change of the specified initial completion date from 4-1-68 ~~days~~ to 4-5-68 ~~days~~, within which to complete our Contract No. 7117, without the assessment of liquidated damages. The said contract is described as follows:
C.O.I. CANAL BRIDGES, WARD & GOSNEY ROADS, CONTRACT #7117, DESCHUTES COUNTY, ORE.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The bents and wing walls for both structures were to have been completed by April 1st, and this was completed, including the back-fill. However, the Irrigation Company requested that the back-fill be removed and replaced with select material water tamped, in place, to eliminate water loss from the canal. Plans and Spetifications did not specify backfilling to be performed with other than excavated materials.

Days needed for extra work: April 1 to 5.

Respectfully submitted,

AUSLAND CONSTRUCTION CO.
Contractor

By W. M. AUSLAND, Owner

CONSENT OF SURETY

Date April 24, 1968

We, Federal Insurance Company
P. O. Box 2110, San Francisco, California, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Donald L. Mathes

(SEAL)

G. Frank Vevera
Resident Agent
G. Frank Vevera

RECEIVED
FEB 20 1968

FOR FILING

S-340(4)

7117

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 19, 1968

Ausland Construction Co.
P. O. Box 437
Grants Pass, Oregon 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7117 for construction of the C.O.I. Canal Bridges on Ward and Gosney Roads (FAS 691 and 692) in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc
Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Mr. Don Stathos
1005 E. Main Street
Medford, Oregon

RECEIVED
FEB 15 1968

S-320(4)

7117

February 15, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7117
Prefix 509-1075
FAP S-320(4); S-321(3)

Dear Sir:

The work under Contract No. 7117, C.O.I. Canal (Ward and Gosney Roads) Bridges Section of the FAS 691 and 692 Highways in Deschutes County, was started on February 13, 1968.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:slh

NOTED
H. S. COX

February 13, 1968

Deschutes County Court
Courthouse
Bend, Oregon 97701

Attention: Mr. Charles Plummer
County Roadmaster

Gentlemen:

This is to acknowledge receipt of your advance deposit of $13,100 for the COI Canal (Ward and Gosney Roads) Bridges Section of FAS Nos. 691 and 692. Contract No. 7117 has been awarded to Ausland Construction Company.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

by

HR

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:eb
Encl.

NOTED
MAINOR C. HOLMES

NOTED
P. B. Aronsmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94094

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-7-68	CC 1107		509-1075-097

Deschutes County Court
Courthouse
Bend, Oregon 97701

NOTED
H. S. COX

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
FEB - 8 1968
ENGINEER
COUNTY & CITY DIVISION

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: Charles Plummer, Roadmaster			
Advance Deposit			13,100.00
Partial transfer of advance deposit for the COI Canal (Ward & Gosney Roads) Bridges Section, FAS Nos. 691 and 692. Covered by agreement dated October 31, 1967			8,100.00
To be retained			5,000.00

NOTED
HAROLD REYNOLDSON

ACKNOWL[illegible]

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
[illegible] HARWELL

RECEIVED
[illegible] - 1968

ING

S-320(4)

7117

February 6, 1968

Bid Jan 25, 1968

Ausland Construction Company
P. O. Box 437
Grants Pass, Oregon 97526

Gentlemen:

The State Highway Commission on January 30, 1968, accepted your proposal for construction of the C.O.I. Canal Bridges on Ward and Gosney Roads (FAS 691 and 692) in Deschutes County for the sum of $37,170 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Deschutes County is received and the sum of $13,100 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7117. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

All bents and wing walls for both structures shall be completed prior to April 1, 1968. All work to be done under the contract shall be completed in its entirety before May 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosures
mln

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
J. F. Putnam
Don Pallette
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

fas 691 & 692

NOTED
H. S. COX

Fred Hill, Member
Helix

January 26, 1968

Deschutes County Court
Courthouse
Bend, Oregon 97701

Gentlemen:

On January 25, 1968, a satisfactory bid was received from Ausland Construction Company, Grants Pass, Oregon, for constructing the C.O.I. Canal (Ward Road and Gosney Road) Bridges Section of FAS 691 and FAS 692. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$57,170.00
14-1/2% Engineering & Contingencies	8,289.65
Estimated Total Cost	$65,459.65

County Advance Deposit:
20% of $65,459.65 = $13,091.93 or say $13,100.00

Please make this advance deposit in the amount of $13,100 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

HR

Harold Reynoldson
Planning Engineer

HR:eb

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
JAN 12 1968

S-320(4)

7117

January 8, 1968

MISC. CONTRACTS and AGREEMENTS No. 3456

Deschutes County Court
Courthouse
Bend, Oregon 97701

Attention: Mrs. Helen M. Dacey
County Clerk

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the C.O.I. Canal (Ward and Gosney Roads) Bridges on FAS 691 and FAS 692.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Enclosure
cc H. S. Cox
(conformed copy)

RECEIVED
JAN 4 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

1-3-68

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 691 & FAS 692

Project Name C.O.I. Canal Bridges on Ward Road and Gosney Road

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Bend, Oregon, this 3 day of January, 1968.

Deschutes County

D. L. Penhallow
Judge

G. W. McCann
Commissioner

Dorothy A. Smead
Commissioner

Copy to John Oaks
Owen Turner
Ted Roake
J. F. Putnam.

(11/29/66)

(12-7-66 150)

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Aransmeier

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

RECEIVED
JAN 8

S-320
7117

NOTED

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon	DATE 1/3/68
BY (Signature) Mr. Chase's Dec. 26, 1967 letter	
TITLE	

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 984 THRU 988

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
984	S-564(1) * 7115	0.550	218,000	130,800	Broadbent (S. Fk. Coquille Riv.) Bridge
985	S-320(4) } * 7117	0.016	51,000	30,600	COI Canal (Ward Road) Bridge
986	S-321(3) } * 7117	0.010	34,000	20,400	COI Canal (Gosney Road) Bridge
987	S-23-108(1) 71[illegible]	0.039	135,000	81,000	Halliday (Malheur R.) Bridge
988	S-494(4) 7119	5.590	210,000	126,000	Fly Lake - Grandview School Section
			$643,000	$388,800	

STATE HIGHWAY ENGINEER
OFFICE OF

S2-S-1

1-5-68

REMARKS (Division)

* Items 984 and 986 are classified as Safety Improvement projects.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1/3/68	SIGNATURE AND TITLE A. V. Parsons, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

S-320(11)
7117

6

For R M C Kane

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 Co. Rd. approx. 3.8 mi. S.E. of Bend	**ADT**	PRESENT 190	FUTURE (66) (70) 300	YEAR (71) 87

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 One RC Prestressed Slab Bridge	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. S FEDERAL-AID 691

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		Co. Rd. approx. 3.8 mi. S.E. of Bend			
5					**ROW**		[COI Canal (Ward Road) Bridge] #7117			
5					**CONST** (CODE) Safety			0.016	51,000	30,600

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.016	51,000	30,600
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ad (68)	**ADT**	PRESENT 190 (66)	FUTURE 300 (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 985 (14) (18)

(66)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- (14) (23)	NUMBER 320 (7)	SEQ. NO. (4) (13)	I. Projects Only POST MI. (24) (26)	DESIG. (27)

COUNTY NAME: Deschutes — CODE: 017 (14) (16)

ROUTE NO. S — FEDERAL-AID: 691 (32) — STATE: Co. Rd. (36) — U.S. (37) (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
8 mi.						One RC prestressed slab bridge, length 87', HC 32'. (County to construct approaches)
ad)						
	0.016	51,000	30,600	10,200	10,200 (Co.)	ROW - 60' min. Access Control - None Parking Restrictions-None
CT S	0.016	51,000	30,600	10,200	10,200 (Co.)	
	(16)	(23) (24)	(33)			

REMARKS

Relocation Assistance - None involved. This project qualifies as a "Safety Improvement" and supporting data furnished under letter of December 18, 1967.

COI CANAL (WARD ROAD) BRIDGE

PROJECT S-320(4)

EXISTING FACILITIES: Structure with 4-19' timber spans, with concrete abutments and piers, wooden deck with 1/2-inch oil mat. HC 17.33'.

ADJACENT SECTIONS:
NORTH END: 20' oil mat with 4' gravel shoulders.

SOUTH END: Same as north end.

PROJECT DATA: Construct a 3 span bridge 87 feet long with HC 32 feet, with reinforced concrete abutments and piers, and prestressed concrete slab deck, no sidewalks. Contractor will remove existing bridge, County will construct approaches and connections, no additional right of way needed. Detour County responsibility.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: Completed
PUBLIC HEARING: None necessary

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: S-320(3)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROG
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. 6.1 mi. S.E. of Bend 21 65	**ADT**	PRESENT 280	FUTURE 450 (66) (70)	YEAR 87 (71) (72)	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* ONE RC Prestressed Slab Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)		

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Desc	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 692

ESTIMATED PROJECT COST

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. 6.1 mi. S.E. of Bend			
5					**ROW**		[COI Canal (Gosney Rd.) Bridge] 7117			
5					**CONST** (CODE) Safety			0.010	34,000	20,400

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.010	34,000	20,400
1	14	PROGRAM APPROVAL DATES		(16)	(23) (24)	(33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 280	FUTURE 450 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 986 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 321 7	SEQ. NO. (3) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Deschutes			CODE 017 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 692 (32)	STATE Co. Rd. (36)	U.S. (37) (41)	

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
E.						Construct one reinforced prestressed concrete slab br. length 54', HC 32'. (County to construct approaches)
d.)						
	0.010	34,000	20,400	6,800	6,800 (Co.)	ROW - 60'Min.; Access Control - None; Parking Restrictions - None
	0.010	34,000	20,400	6,800	6,800 (Co.)	
		(16) (23)	(24) (33)			

REMARKS

Relocation Assistance - None involved. This project qualifies as a "Safety Improvement" and supporting data was furnished under letter of December 18, 1967.

USCOMM DUSCOMM-DC 48908-P61

COI CANAL (GOSNEY ROAD) BRIDGE

PROJECT NO. S-321(3)

EXISTING FACILITIES: Structure 3-16' timber spans on concrete abutments and piers, wooden deck with 3" oil mat.

ADJACENT SECTIONS:

NORTH END: 20' oil mat with 4' gravel shoulder

SOUTH END: Same as north end

PROJECT DATA: Construct a 2 span bridge 54' long with HC 32', with reinforced concrete abutments, and prestressed slab deck, no sidewalks, contractor to remove existing bridge, county will construct connections and approaches, county will be responsible for the detour. Bridge to be on existing alignment, no additional right of way needed.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: Completed
PUBLIC HEARING: None necessary

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: S-321(2)

RECEIVED
JAN 15 1968
ENGINEER
COUNTY & CITY DIVISION

~~December 22, 1967~~
(date)

1/11/68 We haven't received this form to date - please sign and return this second notice??
HSC

NOTED
H. S. COX

Deschutes County Court
Courthouse
Bend, Oregon 97701

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

- -

Highway FAS Routes 691 and 692

Section C.O.I. Canals: Projects S-320(4) and S-321(3)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

1/12/68
(date)

By D. L. Penhollow

By G. W. McCann
Commissioner

By Dorothy A. Smead
Commissioner

NOTED
R. H. PRANGE

NOTED
HAROLD REYNOLDSON

Copy to L H Young
Attention D Ridings

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
WAYNE E. PHILLIPS, BAKER
GEORGE L. HIBBARD, OREGON CITY

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

5-320(4)
7117

Routing
Decker
Bond
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
DEC 2 1967
CONSTRUCTION
DIVISION

December 22, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of December 14, 1967 which enclosed the plan title sheets for the following projects.

1. Malheur River (Halliday) Bridge, FAS 23-108, Malheur County
2. Fremont Bridge (Pier Construction), Stadium Freeway, Multnomah County
3. C.O.I. Canal Bridges, FAS 691 and 692, Deschutes County
4. South Fork Coquille River (Broadbent) Bridge, FAS 804, Coos County

These projects are all approved, as there should be no effect on wildlife resources. Regarding the South Fork Coquille Bridge, any work in or adjacent to the stream, which may cause siltation, should be completed in the period from June 1 to November 1.

We appreciate the opportunity to offer recommendations on these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK:ln
cc: Director, OFC

12-26-67 Copies to: F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
A.E. Johnson (2)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)

Safety Project: Yes

MEMO TO R. N. CHASE Date December 20, 1967

FAS 691 , Deschutes COUNTY: C.O.I. Canal (Ward Road) Bridge SECTION

TERMINI: Bridge southeast of the City of Bend on FAS 691 a distance of 0.92 mile south of the junction with FAP 21.

PROPOSED WORK: Structure

NOTED
H. S. COX

PROJECT LENGTH: 87 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$51,000	$30,600	$10,200	$10,200	

EXISTING FACILITIES: Structure with 4-19' timber spans,xxxx with concrete abutments and piers, wooden deck with 1/2 inch oil mat. H C 17.33.

ADJACENT SECTIONS:
NORTH/xxxxx END: 20' oil mat with 4' gravel xxxxxxxx shoulders.

SOUTH/xxxxx END: Same as north end.

PROJECT DATA: Construct a 3 span bridge 87 feet long with H C 32 feet, with xxxx reinforced concrete abutments and xx piers, and precast concrete slab deck, no sidewalks. Contractor will remove existing bridge, County will construct approaches and connections, no additional right of way needed. Detour County responsibility.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION xxxxxxx completed
PUBLIC HEARING: not necessary

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: S-320(3)

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

MEMO TO R. N. CHASE Date December 20, 1967 Safety Project Yes

FAS 692, Deschutes COUNTY: C.O.I. Canal (Gosney Road) Bridge SECTION

TERMINI: Bridge southeast of City of Bend on FAS 692 a distance of 1.04 miles south of the junction with FAP 21.

PROPOSED WORK: structure

NOTED
H. S. COX

PROJECT LENGTH: 54 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$34,000	$20,400	$6,800	$6,800	

EXISTING FACILITIES: [illegible] Structure-3-16' timber spans on concrete abutments and piers, wooden deck with 3"oil mat.

ADJACENT SECTIONS:
NORTH/[illegible] END: 20' oil mat with 4' gravel shoulder

SOUTH/[illegible] END: Same as north end

PROJECT DATA: Construct a 2 span bridge 54' long with H-C 32', with [illegible] reinforced concrete abutments, and [illegible] precast slab deck, no sidewalks, contractor to remove existing bridge, county will construct connections and approaches, county will be responsible for the detour. Bridge to be on existing alignment, no additional right of way needed.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION completed
PUBLIC HEARING: None necessary

UNUSUAL OR COMPLICATED SITUATIONS: None

NOTED
HAROLD REYNOLDSON

ROUTE DATA: S-321(2)

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
DEC 27 1967
FOR

COMMISSIONERS:
EDW. G. HUFFSCHMIDT, CHAIRMAN, PORTLAND
LEONARD [illegible] HALL, CHARLESTON
McKEE A. SMITH, SCAPPOOSE

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

12-22-67

REFERRED TO
[illegible]
BY ASST STATE HWY. ENGR.
[illegible]

S-320(4)

7117

December 20, 1967

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

We have reviewed the following projects transmitted to us on December 14.

Malheur River (Halliday) Bridge Section, FAS 23-108, Malheur County

Freemont Bridge (Pier Construction), Stadium Freeway, Multnomah County

C.O.I. Canal Bridges, FAS 691 and 692, Deschutes County

South Fork Coquille River (Broadbent) Bridge, FAS 804, Coos County

The Malheur River and C.O.I. Canal jobs will not conflict with the anadromous fishery.

The two remaining projects have piers located above the low water stage, thus we anticipate this work will be completed out of the water area with the result of no fishery problems.

The projects are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

NOTED
F. B. KLABOE

12-26-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)

fw

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 2[illegible] 1967
CONSTRUCTION
DIVISION

RECEIVED
DEC 19 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred [illegible] Hill, Member
Helix

S-320(4)
7117

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 18, 1967

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Safety Project
C.O.I. Canal Bridges
FAS 691 and 692
Deschutes County

Dear Sir:

Attached is a map and other data covering the construction of three bridges on two FAS routes in Deschutes County. The construction of these structures at an estimated cost of $116,000 was approved by the Highway Commission on October 31, 1967, as an FAS-C project, and it is now requested that this project be added to Deschutes County's inventory of hazardous locations and approved as a safety improvement project.

You will note from the attached data that all three structures are extremely and dangerously narrow and that their replacement falls within the safety policies of both the AASHO Report on Highway Design and Operational Practices and PPM 21-16.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Robert H. Prange
Field Engineer

NOTED
F. B. KLABOE

RHP:mm
Encl.

cc: F. B. Klaboe
R. N. Chase

[illegible]
1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

C.O.I. CANAL BRIDGES
DESCHUTES COUNTY
12/18/67

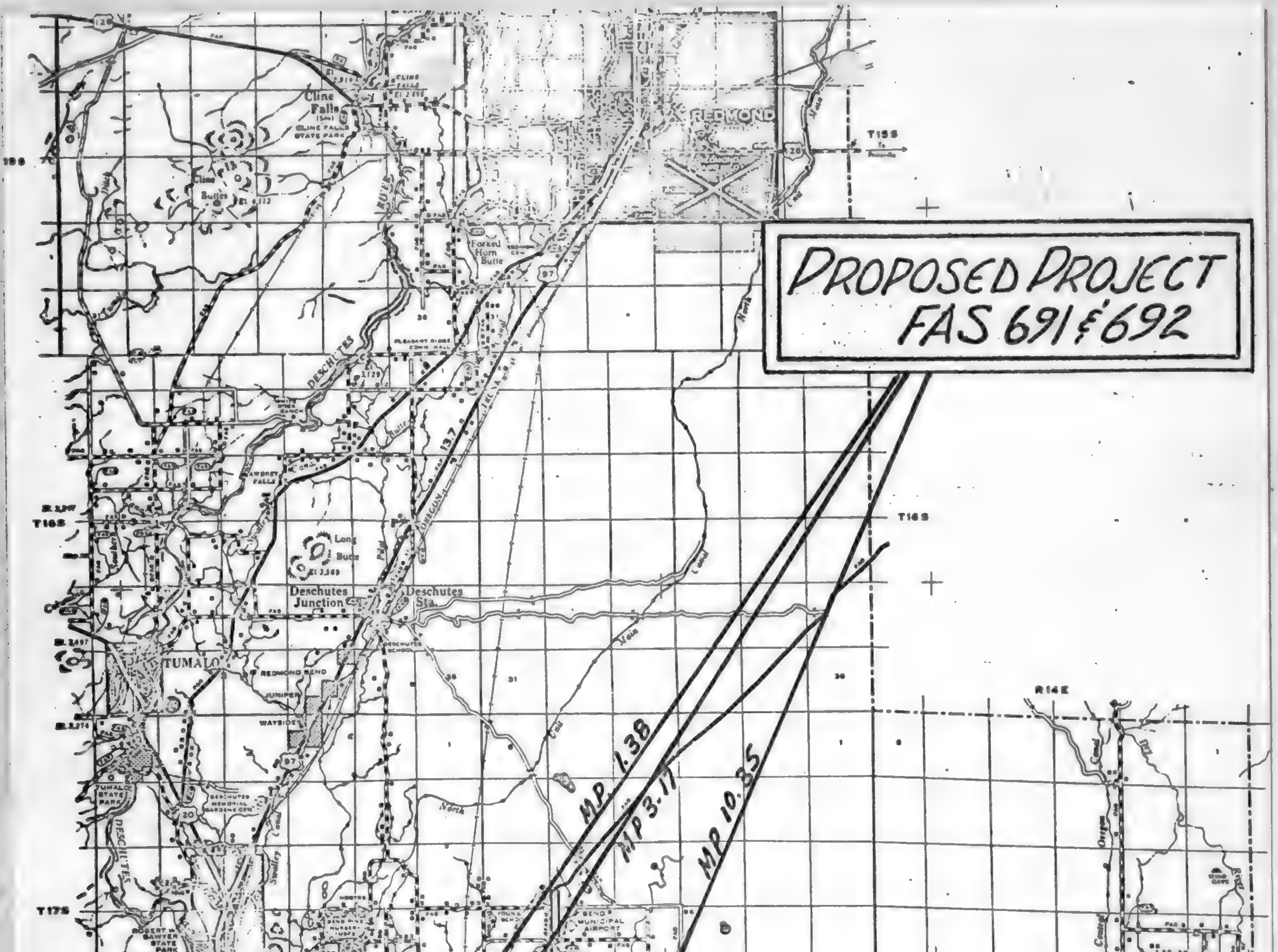
FAS 691, WARD ROAD, M.P. 3.17
Bridge No. 9C73, four 19' timber spans on concrete abutments and piers, 17' 4" wide; to be replaced with a three-span concrete bridge 32' wide and 87' long. Adjacent roadway section is a 20' oil mat with 4' shoulders.

FAS 692, ARNOLD ROAD, M.P. 1.38
Bridge No. 9C71, two 23' timber spans on concrete abutments and pier, 17' 1" wide; to be replaced with a two-span concrete bridge 32' wide and 52' long. Adjacent roadway section is a 20' oil mat with 4' shoulders.

FAS 692, GOSNEY ROAD, M.P. 10.35
Bridge No. 9C72, three 16' timber spans on concrete abutment and piers, 16' 11" wide; to be replaced with a two-span concrete bridge 32' wide and 54' long. Adjacent roadway section is a 20' oil mat with 4' shoulders.

The three new structures will be constructed within the existing 60' right-of-way with no appreciable change in grade and alignment. Deschutes County will reconstruct all approaches.

RHP:mm


PROPOSED PROJECT
FAS 691 & 692
M.P. 1.38
MP 3.17
MP 10.85
Arnold Road
FAS 691
Ward Road
FAS 692
Gosney Road
FAS 692
N
REDMOND
Cline Falls
Cline Falls State Park
Cline Butte
Forked Horn Butte
DESCHUTES
Long Butte
Deschutes Junction
Deschutes Sta.
TUMALO
Tumalo State Park
BEND
Bend Municipal Airport
Alfalfa
T15S
T16S
T17S
T18S
R12E
R13E
R14E
DESCHUTES
NATIONAL
FOREST
DESCHUTES COUNTY

Salem, Oregon
November 13, 1967

C.O.I. Canal Bridges
Ward Road, FAS 691
Gosney Road, FAS 692
Arnold Road, FAS 692
Deschutes County

Mr. J. E. Morelock

BUILDING

NOTED
H. S. COX

The survey data for the above project has been examined and it has been found to be consistent with the project as requested by the County and approved by the Highway Commission.

NOTED
HAROLD
REYNOLDSON

HR
Harold Reynoldson
Planning Engineer
County and City Division

HR:mr

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
[illegible]

NOTED
DON HARWELL

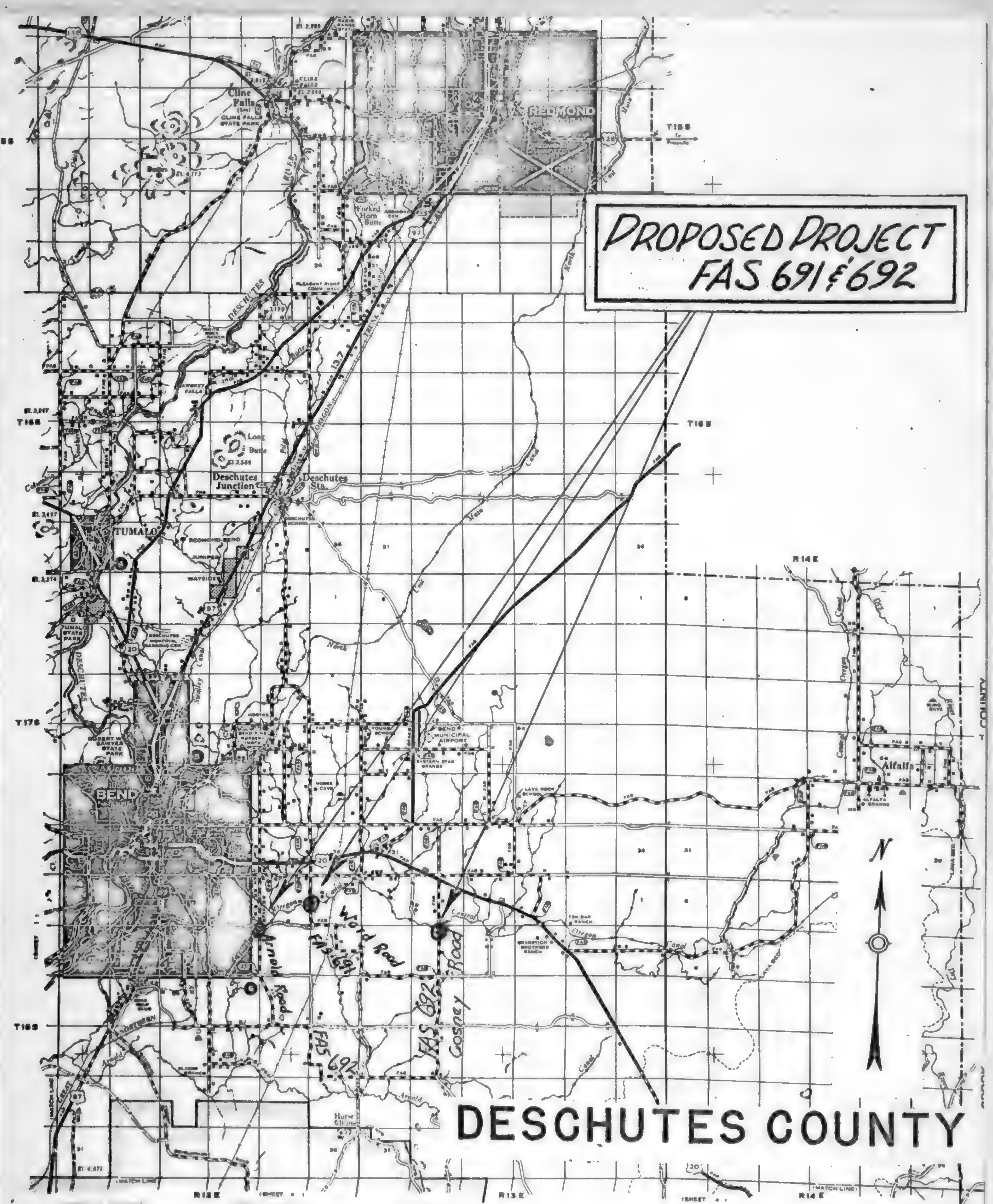
DESCHUTES COUNTY
PROPOSED PROJECTS (1968 FUNDS)

FAS 691- Ward County Road, C.O.I. Canal Bridge,
FAS 692- Gosney County Road, C.O.I. Canal Bridge,
FAS 692- Arnold County Road, C.O.I. Canal Bridge;
Three (3) structures, $80,000.00.

State to make survey and vicinity map. Structures to be 32' wide, with no sidewalks, prestressed, precast, slab deck and metal railing. County will construct and maintain detours. No additional right of way. Foundation tests by State.

[illegible] COMMISSION
[illegible] ON OCT [illegible] 1967

67-g
9/28/67


PROPOSED PROJECT
FAS 691 & 692
DESCHUTES COUNTY
REDMOND
Cline Falls
CLINE FALLS STATE PARK
Forked Horn Butte
PLEASANT RIDGE COMM HALL
DESCHUTES
RIVER
LAWBERY FALLS
Long Butte
Deschutes Junction
Deschutes Sta.
TUMALO
TUMALO STATE PARK
REDMOND-BEND JUNIPER WAYSIDE
DESCHUTES MEMORIAL GARDENS CEM
ROBERT W. SAWYER STATE PARK
BEND
BEND MUNICIPAL AIRPORT
YOUNG SCHOOL
EASTERN STAR GRANGE
HORSE CAVE
LAVA ROCK SCHOOL
TEN BAR RANCH
BRADETICH BROTHERS RANCH
Alfalfa
ALFALFA GRANGE
North Canal
Central Oregon Canal
Arnold Road
Ward Road
FAS 691
FAS 692
Gosney Road
Arnold
Horse Butte
T15S
T16S
T17S
T18S
R12E
R13E
R14E
MATCH LINE
(SHEET 4)
N
DESCHUTES
NATIONAL
FOREST

H. S. Cox

C.O.I. CANAL BRIDGES
DESCHUTES COUNTY
12/13/67

COST — SCHEDULE

FAS 691, WARD ROAD, M.P. 3.17 — $51,000 — 1-68
Bridge No. 9C73, four 19' timber spans on concrete abutments and piers, 17' 4" wide; to be replaced with a three-span concrete bridge 32' wide and 87' long. Adjacent roadway section is a 20' oil mat with 4' shoulders. — "

FAS 692, ARNOLD ROAD, M.P. 1.38 — $31,000 — later
Bridge No. 9C71, two 23' timber spans on concrete abutments and pier, 17' 1" wide; to be replaced with a two-span concrete bridge 32' wide and 52' long. Adjacent roadway section is a 20' oil mat with 4' shoulders.

FAS 692, GOSNEY ROAD, M.P. 10.35 — $34,000 — 1-68
Bridge No. 9C72, three 16' timber spans on concrete abutment and piers, 16' 11" wide; to be replaced with a two-span concrete bridge 32' wide and 54' long. Adjacent roadway section is a 20' oil mat with 4' shoulders.

$116,000

The three new structures will be constructed within the existing 60' right-of-way with no appreciable change in grade and alignment. Deschutes County will reconstruct all approaches.

Request = FAS-C / Safety Projects of BPR
Hwy. Comm. project approval = Oct. '67.

State to make survey and vicinity map. Structures to be 32' wide, with no sidewalks, prestressed, precast, slab deck and metal railing. County will construct and maintain detours. No additional right of way. Foundation tests by State.

RHP:mm

cc: Cox
Gifford
Turner
Rooke

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

I-80N-2(39) Starvation Crk. Safety Rest 1968
53 Area on the Col R. Hwy., west of
#7118 Hood River. (Water supply install.)

Monthly transaction number 2-35	FO R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Hood River
Modification number 1	(PPM 21-7) 2-6-69	Project number I-80N-2(39)53

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 16, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,405	$ 11,861
Federal funds	$ 9,500.00	$ 9,837.65
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6 day of February, 19 69.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By W R Backlund
(Division Engineer)
For R. E. Simpson

USCOMM-DC 26364-P65

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 2-65	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE **Oregon**
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 16-1-8	COUNTY **Hood River** PROJECT NO. **I-80N-2(39)53**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Starvation Creek Rest Area on the Columbia River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-3-68	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,405	$ 9,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer **February 16, 1968**

Oregon State Highway Department

eral-Aid
Project No. I-80N-2(39)53

STARVATION CREEK REST AREA ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Project agreement estimate.

Salem, Oregon, February 8, 1968

Type Code Y021
Water Supply (M.P. 53.0)(Contract No. 7118)

Water Supply Installation	All Required		$ 6,599.60
2-inch Water Line	550 lin.ft.	$5.20	2,860.00
	Subtotal		$ 9,459.60
	10% Engr. & Cont.		945.40
	Total		$10,405.00

Length of Project - - - - - - 0.00 mile

Federal Funds -	$ 9,500.00
State Funds -	905.00
Total	$10,405.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUL 30 1968
FOR FILING

I-80N-2(39)53
7118

July 26, 1968

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California 94118

Gentlemen:

Contract No. 7118 awarded to Howell Truck Service for water supply in Starvation Creek Safety Rest Area on the Columbia River Highway in Hood River County was completed on April 26, 1968, and accepted by the Highway Commission on July 26, 1968.

Final payment in the amount of $290.81 will be released to the contractor after August 2, 1968. The total contract amount is $9,693.60 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Howell Truck Service
Box B
Stevenson, Washington 98648

Mansfield and Company
1975 S. W. 5th Avenue
Portland, Oregon

L. H. Young
C. H. Maison Attn: John Herr

RECEIVED
JUL 26 1968

FOR FILING

I-80N-2(39)53

7118

July 26, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed April 26, 1968, on Contract No. 7118. The contract was with Howell Truck Service and was for construction of a water supply system for the Starvation Creek Safety Rest Area on the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 26, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:lms

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

I-80N-2(39)53 7118

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Starvation Creek Safety Rest Area

WEEK ENDING: July 13, 1968

SECTION PREFIX: 614-1069

HIGHWAY: Columbia River

COUNTY: Hood River

NAME OF JOB: Starvation Creek Safety Rest Area

KIND OF WORK: Water Supply

CONTRACTOR: Howell Truck Service

CONTRACT NUMBER: 7118

FEDERAL AID PROJECT NUMBER: I-80N-2(39)53

DATE OF CONTRACT: January 30, 1968

DATE WORK STARTED: March 11, 1968

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: April 26, 1968

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION $ 10,831.24

EXCLUSIVE OF ENGINEERING $ 9,885.28

ENGINEERING AUTHORIZATION $ 945.96

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 9,783.60

ENGINEERING COST TO DATE $ 2,100.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 110

ESTIMATED PERCENT [redacted] UNDERRUN 1 %

PERCENT OF AUTHORIZATION 222 %

DATE PROJECT WAS COMPLETED: April 26, 1968

Semi-Final was submitted 7-9-68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Showers			
SATURDAY				

RECEIVED

NOTED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the final Weekly Report on this project.

SIGNED J.W. Stanley LOCATION Tigard

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 9 - 1968
FOR FILING
I-80N-2(39)53
7118

#7

July 10, 1968

Howell Truck Service
Box B
Stevenson, Washington 98648

Gentlemen:

The State Highway Commission at its meeting on July 9 considered your request for an extension of time on Contract No. 7118 for water supply in Starvation Creek Safety Rest Area on the Columbia River Highway in Hood River County.

After careful consideration, the Commission extended the completion date to April 26, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L. W. Bulien
Glenn Starkey
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 2, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

for R M Avery

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(39)53
Starvation Creek Safety Rest Area
Columbia River Highway
Request for Time Extension

This letter is to express our concurrence in the time extension on this project as requested in your letter of June 27, 1968. We consider the Stop Work Order issued February 5, 1968 and rescinded February 23, 1968 constitutes acceptance by the State of the responsibility for the delay and justifies extension of the completion date to April 26, 1968.

7-2-68
copies to
Morgan
Young
Maison

hand carried
by Susan 7-2-68

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1968

SUBJECT: Extension of Time
Starvation Creek Safety Rest Area
Columbia River Highway
Contract No. 7118

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

We have received from Howell Truck Service, contractor on the subject contract, the attached request for an extension of the specified completion date from April 15 to April 30, 1968. The contractor's request is based on an ordered stop work period during heavy water flow in Starvation Creek.

The contractor was issued a stop work order on February 5 due to the heavy flow of water in Starvation Creek which prohibited work from being performed in a satisfactory manner. The stop work order was lifted on February 23, 1968. An extension of 18 calendar days is justified.

We recommend that the specified completion date be extended to April 26, 1968 which is the actual completion date for the project and will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reason for granting an extension is valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB-DES:fw:fr

Attach.

cc: L. H. Young

C

RECEIVED
JUL 3 - 1968

FOR FILING

I-80N-2(39)53

7118

July 3, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 7
July 9, 1968 meeting

Gentlemen:

Howell Truck Service, contractor on the Starvation Creek Safety Rest Area on the Columbia River Highway in Hood River County, Contract No. 7118, has requested an extension of the specified completion date from April 15 to April 30, 1968. The contractor's request is based on an ordered stop work period.

The contractor was issued a stop work order on February 5 due to a heavy water flow in Starvation Creek which prevented satisfactory performance of contract work. This contract covered installation of a water supply system for the rest area, utilizing this creek as the source. The stop work order was rescinded on February 23, 1968. An extension of 18 calendar days is justified.

I recommend that the specified completion date be extended to April 26, 1968, which is the actual completion date for the project. This will eliminate all liquidated damages. This is a Federal-aid Interstate Project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the July 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc Floyd Query
    R. L. Porter
    F. B. Klaboe
    Victor D. Wolfe
    F. D. Morgan
    L. H. Young
    C. H. Maison
    L. W. Rulien

DES:fr :fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7118 Contractor Howell Truck Service

Highway Columbia River

Section Starvation Creek Safety Rest Area

Kind of Work Water Supply

It is recommended that the request for increase in the number of workdays within which to complete said contract be [illegible] GRANTED. The reasons for such recommendation are as follows:

A stop work order from February 5 to February 23, 1968 justifies extension to April 26, 1968.

Recommended for Approval:

Asst Division Engineer

John A. Bond
for Construction Engineer or ~~Bridge Engineer~~

~~Assistant~~ State Highway Engineer

Contract No. 7118
Project designation I-80N-2(39)53
State-Federal
Date awarded January 30, 1968
Work started March 11, 1968
Per cent completed 100 April 26, 1968
Date
Completion Date
[redacted] April 15, 1968
Completed
[redacted] April 26, 1968
Request Extension to April 26, 1968

State Printing 37969

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 25, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 4/15/68 days to 4/30/68 days, within which to complete our Contract No. 7118, without the assessment of liquidated damages. The said contract is described as follows: Water supply Starvation Creek Safety Rest Area Columbia River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Feb. 5, 1968 to Feb. 23, 1968 due to heavy water flow satisfactory work was not possible.

Respectfully submitted,

Howell Truck Service
Contractor

By Ivan W. Howell

CONSENT OF SURETY

Date June 4, 1968

We, FIREMAN'S FUND INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Elizabeth K. Helm
Elizabeth K. Helm Attorney-in-fact

(SEAL)

E. A. Valentine
E. A. Valentine Resident Agent

RECEIVED
JUN 28 1968

I-80N-2(39)53

7118

June 27, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Starvation Creek Safety Rest Area, Columbia River Highway, Project No. I-80N-2(39)53

We have received from Howell Truck Service, contractor on this project, a request for an extension of the specified completion date from April 15 to April 30, 1968. The contractor's request is based on an ordered stop work period during heavy flow of water in Starvation Creek. This contract covered installation of a water supply system for the rest area, utilizing this creek as the source.

The contractor was issued a stop work order on February 5 due to the heavy flow of water in Starvation Creek which prevented satisfactory work being performed. The stop work order was rescinded on February 23, 1968. An extension of 18 calendar days is justified.

The project was completed on April 26, 1968. It is our recommendation that the completion date for this project be extended to April 26, 1968. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

DES:fr srb

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 27 1968
FOR FILE

I-80N-2(39)53

7118

April 30, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7118
Prefix 614-1069
FAP I-80N-2(~~38~~)53
39

Dear Sir:

All work under Contract No. 7118, Starvation Creek Safety Rest Area Section of the Columbia River Highway in Hood River County, was completed on April 26, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTE!
F. B. KLAB

Bureau of Public Roads
Oregon Division Office Endorsement   Date 5-21-68

Conditions noted on above date:

None

R E Simpson
R. E. Simpson
Division Engineer

VG:vr
to: Forrest Cooper
L. H. Young

REFERRED TO

By Asst. State Hwy. Engr

RECEIVED
MAY 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 20 1968

FOR FILING
I-80N-2(34)53
7118

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
[illegible]
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

C

February 19, 1968

Howell Truck Service
Box B
Stevenson, Washington 98648

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7118 for water supply in the Starvation Creek Safety Rest Area on the Columbia River Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc
Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Mansfield & Co.
1975 S. W. 5th Avenue
Portland, Oregon

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(39)53

7118

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 5, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(39)53
Starvation Creek Safety Rest Area
Water Supply Installation

As requested in Mr. Young's letter of February 1, 1968 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of January 30, 1968 in the award of contract No. 7118 to Howell Truck Service, of Stevenson, Washington, low bidder in the amount of $9,459.60 at the January 25, 1968 bid opening.

2-8-68
REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 2 - 1968

I-80N-2(39)53

7118

February 1, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of January 30, 1968 is requested in the award of contract for the Starvation Creek Safety Rest Area, Project No. I-80N-2(39)53.

The contractor receiving the award is Howell Truck Service of Stevenson, Washington in the amount of $9,459.60 with the Contract No. 7118 assigned. This bid was received on January 25, 1968 and awarded January 30, 1968.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DAR:slh

I-80N-2(37)53

7118

January 31, 1968

Howell Truck Service
Box 8
Stevenson, Washington 98648

Gentlemen:

Enclosed are three copies of Contract No. 7118 for $9,459.60 awarded to you by the State Highway Commission on January 30, 1968. This contract is for water supply installation in the Starvation Creek Safety Rest Area on the Columbia River Highway in Hood River County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is April 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (STAC)
L. W. Rulien
Glenn Starkey
Mark Astrup

Form PR-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

JAN 12 1968

FOR FILING

I-80N-2(39)53

7118

DATE: January 3, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, Dist Engr
Salem, Oregon

G R Brooks

SUBJECT: Oregon Project I-80N-2(39)53
Starvation Creek Rest Area
Water Supply Installation

PS&E documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Right of Way and Utilities:

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Young's and Mr. Moehring's December 29, 1967 and December 26, 1967 reports.

Other Agency Approval:

Mr. Young's January 2, 1968 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved.

As stated in Mr. Young's June 29, 1967 letter, specifying one material or product is limited to those items previously accepted.

orig to Young w/enc.
copies to
Morgan
Moehring
1-11-68

[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 3

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(39)53

7118

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 3, 1968

In reply refer to: 08-35.EC/710.11
X-File: I-405-8(16)303

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's December 8 and 13, 1967 letters submitted two projects in the subject program. These Stage 2 Construction Phase projects are approved effective today:

Item	Project	Location	Work
518	I-405-8(16)303	Fremont Br. (Piers)	Main span piers
519	I-80N-2(39)53	Starvation Creek R.A.	Water supply

On Item 518, I-405-8(16)303 - Fremont Bridge:
Pursuant to Mr. Young's December 29, 1967 letter the following work is added to the Character of Proposed Work:

> Grade and drain, 36' to 46' high-type pavement curb section with 6' AC and 5.5' PCC walk (approx. 400' of roadway). (Required to revise intersection of N.W. Thurman and N.W. 14th Ave. and connect same to N.W. Front Avenue in order to construct Pier 2W at approximately Station 368+00); demolition of a portion of a building, RW File 35108 - Albina Dock Company (demolition required for the construction of Pier 1E at approximately Station 350+72).

NOTED

You are authorized to proceed with utility and railroad preparatory work effective today.

We are concerned about the acquisition of the Union Pacific property for future projects on this section. Therefore this program approval will be conditional upon your continuing to completion any actions necessary, including condemnation, to obtain the property rights of the Union Pacific Railroad. You are requested to advise this office prior to concurrence in award for Item 518 that you will utilize the condemnation processes if an amiable settlement cannot be consumated.

The Urban Area characteristics have been satisfied for this section.

This action provides for improvement for two Interstate System projects at a total estimated cost of $6,242,000 of which $5,742,000 is reserved as Federal-aid Interstate funds.

REFERRED TO
Young
Asst State Hwy. Engr

1-5-68

JAN 4 1968

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 19 1967
FOR FILING

I-80N-2(39)53
7118

December 13, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Starvation Cr
Rest Area

Dear Sir:

We are submitting program data for Interstate Project Item 519, Project No. I-80N-2(39)53, which we desire to have included in the Federal-Aid Interstate Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N 7.8 mi. W. of Hood River 21 65	**ADT**	PRESENT 6,500	FUTURE 13,500 (66) (70)	YEAR 87 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Water Storage & Supply System 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	31	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		I-80N 7.8 mi. W. of Hood River (Starvation Creek Rest Area)			
5					**ROW**					
5					**CONST** (CODE)			0.0	12,000	11,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0.	12,000	11,000
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (3

For PR-37B: On R/W-1; ROW-F; Sani

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 6,500 (66)	FUTURE 13,500 (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 519 (14) (18)

IPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I 14 23	NUMBER SEQ. NO. 80-2(39) 7 13	I. Projects Only POST MI. 53 (24) (26)	DESIG. 27

COUNTY NAME Hood River	CODE 027 (14) (16)				PROGRAM STAGE
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 2 (36)	U.S. (37) I-80N (41)		☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Rest Area water supply consisting of 10,000 gal. reservoir, chlorinator and building, water intake str., water lines and underground electric line.
0.0	12,000	11,000	1,000		
0.0.	12,000	11,000	1,000		
	(16) (23)	(24) (33)			

REMARKS

Additional Data: Items 36c, 449 and 496.
Projects I-80N-2(9)43, I-80N-2(35)43 and
I-80N-2(38)53.

For PR-37B: On R/W-1; ROW-F; Sanitary Facility-Y

Remarks Continued -

The proposed project consists of clearing and excavation for a 10,000 gallon redwood reservoir, chlorinator building including chlorinator, water intake structure and water line. It will also be necessary to install an underground electric supply line.

This water supply will be used as potable water for the traveling public as well as irrigation within the rest area which was constructed on an earlier project.

S-494(4) Fly Lake-Grandview School Sec. 1968
of FAS 660, west of Culver.
#7119 (Grading)

C4A
3416

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 98527

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-8-69	CC 1174		51-1013-0

Contract 7119
S-494 (4)

Jefferson County
Jefferson County Court
Courthouse
Madras, Oregon 97741

RECEIVED
MAY 9 - 1969
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Fly Lake-Grandview Section, [illegible] Co. Covered by agreement dated [illegible].			
County advance deposit		31,700.00	
Amount previously transferred		25,700.00	
			[illegible],000.00
County share of construction		32,710.13	
Amount previously transferred		25,700.00	
			7,010.13
Amount Due State			1,010.13

ACKNOW [illegible] REQUEST

NOTED
DON HARWELL

FAS 660, Jeff Co

FORM PR-33C,
(REV. 5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REGION NO.

9-26-68

NOTED
H. S. COX

FINAL INSPECTION OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPM: 20-5 and 20-6.1)

(Submit original and 3 copies to the Public Roads Division Office)

RECEIVED
OCT 10 1968
ENGINEER
COUNTY & CITY DIVISION

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE: L. H. Young

TITLE: Office Engineer

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: J. J. Hegmann, Area Engineer

IN COMPANY WITH: *See below

CONTRACTOR'S NAME: Vernie Jarl, The Dalles, Oregon

STATE: Oregon

COUNTY: Jefferson

PROJECT NO.: S-494(4)

DATE OF INSPECTION: 6-17-68

CONTRACT AMOUNT: $139,112.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED: Grade and drain, and stone subbase

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 42' feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
2010	5.591	30'	——	

REMARKS: The project has been completed in apparent conformity with the State standards and procedures approved in accordance with the 1964 Secondary Road Plan.

* Jefferson County: A. S. Ramsey - Judge
P. T. Jasa - Commissioner
L. K. Kinkade - Commissioner
R. Sumner - Roadmaster
State: L. H. Warfield - Asst Div Engr
W. Robertson - Res Engr
J. Thackery - Inspector

FLY LAKE - GRANDVIEW SCHOOL SECTION
Grading and Stone Base

This project was for construction on improved alignment of 5.6 miles of FAS 660. In the future the County hopes to place an 0-11 mat with 11' lanes and 4' shoulders throughout this project. This project is one of a series planned by cooperating government for FAS 660. Eventually this route will link the Cove Palisades Park and neighboring recreational areas with the Camp Sherman and Suttle Lake recreational area via a loop along the Metolius River. The USFS has an active construction project adjacent to this

10-10-68 copies to Putnam Robertson Bob Hatcher Jw

NOTED
HAROLD REYNOLDSON

(more)

ACCEPTED BY BUREAU OF PUBLIC ROADS

SIGNATURE DIVISION ENGINEER: R. E. Simpson

DATE: 9-26-68

STATE HIGHWAY DEPARTMENT COPY

NOTED
R. N. CHASE

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

section on the west.

Spot measurements of base top widths and culverts during the inspection indicate reasonably close conformance with plan requirements. The State Materials Certification is attached. The project was completed the date of this inspection, June 17, 1968. Jefferson County accepted the project by letter of June 19, 1968.

Total cost of the project is estimated approximately at $156,000. The final amount of contract items totalled approximately $137,400, an insignificant underrun of 1.2% in the bid amount.

12%

Acceptance of this project is recommended:

JJ Hegmann
J. J. Hegmann
Area Engineer

NOTED
H. S. COX

September 3, 1968

Jefferson County Court
Courthouse
Madras, Oregon 97741

Attention Hon. A. S. Ramsey

Fly Lake-Grandview School Section
FAS 660
Jefferson County

Gentlemen:

We are having difficulty interpreting the deed recorded in Book 41, page 627, which you sent to us, to cover the area colored in green on the enclosed print of our right of way map (9B-3-3). It appears to us that if the right of way for the road (New Fly Creek Grade No. 517) curves southerly as our map indicates, the description in the deed which was submitted to us does not cover this area. However, if the correct location for the right of way of this roadway continues westerly along the south line of Section 9, then the area colored in green should be covered by the above-mentioned deed. If the right of way for the roadway does continue westerly along the south line of Section 9, please send us a sketch indicating this.

Also, would you please send us deeds for the areas colored in red on this print - these areas are in Sections 10, 11, 14, and 15 in Township 12 South, Range 11 East, W.M.

If there are any further questions, please do not hesitate to contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
P. B.

NOTED
HAROLD
REYNOLDSON

HR

Harold Reynoldson
Planning Engineer

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

RD UNKEIN

NOTED

HR:eb
Enc.

RECEIVED
JUL 22 1968

FOR FILING

S-494(4)

7119

July 19, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7119 awarded to Vernie Jarl for grading and stone base on the Fly Lake-Grandview School Section of FAS 660 in Jefferson County was completed on June 17, 1968, and accepted by the Highway Commission on July 18, 1968.

Final payment in the amount of $11,296.99 will be released to the contractor after July 26, 1968. The total contract amount is $137,628.39 including $239.48 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Head, Assistant Secretary

fkn

cc Mr. Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 19 1968

FOR FILING

S-494(4)

7119

July 18, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 17, 1968, on Contract No. 7119. The contract was with Vernie Jarl and was for grading and stone base on the Fly Lake-Grandview Section of FAS 660 in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 18, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

Floyd Query
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb fn

S-494(4)
7119

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fly Lake-Grandview School
WEEK ENDING: June 28, 1968
SECTION PREFIX: 516-1043
HIGHWAY: FAS 660
COUNTY: Jefferson
NAME OF JOB: Fly Lake-Grandview School
KIND OF WORK: Grading and subbase
CONTRACTOR: Vernie Jarl, The Dalles, Ore.
CONTRACT NUMBER: 7119
FEDERAL AID PROJECT NUMBER: S 494(4)
DATE OF CONTRACT: February 9, 1968
DATE WORK STARTED: February 14, 1968
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 130
CALENDAR DAYS USED: 109
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 83.8%
PROJECT AUTHORIZATION: $ 158,516.37
EXCLUSIVE OF ENGINEERING: $ 145,946.79
ENGINEERING AUTHORIZATION: $ 12,569.58
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 137,624.85
ENGINEERING COST TO DATE: $ 18,334.03
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.4%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.7 %
PERCENT OF AUTHORIZATION: 145.9
DATE PROJECT WAS COMPLETED: June 17, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.593	5.593			
MILES PARTIALLY COMPLETED	0	0			
MILES COMPLETED	5.593	5.593			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	42,900 CY	85,700 CY			
TOTAL QUANTITIES CORRECTED TO DATE	43,149 CY	81,884 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	43,149 CY	81,884 CY			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project is Completed				
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project completed on June 17, 1968
MONDAY				E
TUESDAY				RECEIVED
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				NOTED R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

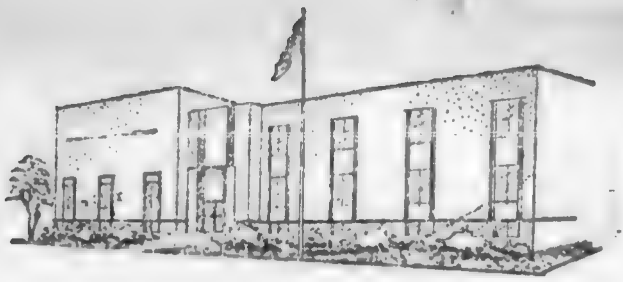
Semi-Final Estimate submitted to Division Office June 28, 1968.

This is the final weekly report for the project.

SIGNED H W Robertson LOCATION Bend, Ore, 97701

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216



Jefferson County
Madras, Oregon 97741

June 18, 1968

Mr. W.W. Robertson
Resident Engineer
P.O. Box 1249
Bend, Oregon 97701

Dear Mr. Robertson:

This letter will confirm our conversation of June 17, 1968.

The completed grading and stone base of F.A.S. #660, Fly Lake-Grandview School Project, contract #7119, Vernie Jarl Contractor, is acceptable to Jefferson County.

Inspection made June 17, 1968 by W.W. Robertson, State Resident Engineer and party: Mr. Jarl, contractor; Judge Ramsey; Commissioners L.G. Kinkade and Paul Jasa; also Russell Sumner, Roadmaster.

The source of material area or barrow pit was inspected and found to be left in a neat and non-hazardous condition. The 2.1 miles of County owned haul road was also found to be in a good and accpetable condition.

Very truly yours,

A.S. Ramsey
Judge

ASR/fh

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

April 24, 1968

Hon. A. S. Ramsey
Jefferson County Judge
Courthouse
Madras, Oregon 97741

Fly Lake-Grandview School Section
FAS 650

Dear Judge Ramsey:

This is being written relative to, and perhaps as an extension of, our discussion last week regarding surface treatment of the Fly Lake-Grandview School Section project which is presently being graded. As you know, under the present contract 18" of select topping (pit-run gravel) will be placed on this section to a total top width of 30'. On observation, you will note that this pit-run does not have the proper gradation to "set up," and so it may be assumed that when the present contractor is finished and all maintenance and watering stops, the surfacing will dry out, become fluffy, and consequently trouble in moving traffic can well be anticipated.

Estimates for completion of the present contract are for June 1, 1968, after which this section will again be returned to the County for jurisdiction and maintenance. All the engineers that I have talked with have expressed concern about moving traffic over this section unless it be stabilized, possibly with an oil mat.

In checking your financial status sheet, it is found that insufficient funds remain for any type of FAS-C project. It would then appear that the only way to get a wearing surface would be for the County to do it with its own forces.

The cheapest type wearing surface, I believe, would be a "binder course."

This type of job could probably be built by the County for a nominal outlay of cash. I believe that the only required cash cost would be for asphalt purchase. This is assuming that the surfacing that has been salvaged from sections built by P.G.E. could be used for the binder aggregate. It is my estimate that 1100 cubic yards of aggregate would be sufficient.

This section is 5.59 miles long; i.e., 29,530' in length. Should a binder be laid full width (30'), there would be approximately 98,500 square yards involved. The base on this section will be loose, so I would anticipate a heavy shot of asphalt. Consequently, I would believe that the asphalt shot would fall between 0.50 and 0.75 gallons per square yard. If the latter (0.75) is used and 5% added for overrun, then the maximum asphalt needed would be 320 tons.

Computation for the above narrative would be:

Asphalt
98,500 sq.yd. X 0.75 gal./sq.yd. = 73,875 gal. ÷ 245
= 301.5 tons
301.5 tons + 5% = 320 net tons needed (M.C. 3000)

Aggregates
98,500 sq.yd. X 0.01 cu.yd./sq.yd. = 985 cu.yds. needed.
985 cu.yd. + 10% = 1100 cu.yds. needed

This office will keep in touch with you regarding this matter, hoping that a solution may be worked out so that all work performed under the contract may be adequately protected.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm

NOTED
H. S. COX

March 14, 1968

Hon. A. S. Ramsey
Jefferson County Judge
Courthouse
Madras, Oregon 97741

Fly Lake-Grandview Section
FAS 660

Dear Judge Ramsey:

Enclosed please find description for realignment of the Fly Lake-Grandview Section, on the westerly end through DeMonte property.

This description shows "new" taking of 2.3 acres which lies outside of the original county road. It will be necessary for you people to work this description into your deed forms - this was impossible for our people to do because we did not have the deeds and, as time is of the essence in this instance, I instructed our people to use all possible speed.

I trust that the enclosed description will solve your problem.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
HAROLD REYNOLDSON

HSC:mm
Encl.

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
DON [illegible]

Form E-30-10M

Oregon State Highway Department

TRAVERSE SHEET

County Jefferson
Highway FAS 660
Section Fly lake - Grandview School
Line L^3
Sheet No. 1
Calculated by
Checked by

STATION	CURVE DATA		Tan.	Sub. Tan.	P. I. to P. I.	Calculated Course	Cosine	Sine	LATITUDE		DEPARTURE	
	Degree	Angle							N.	S.	E.	W.
21+57.23 P.O.T.												
18+12.50 PC			7.23	169.53	176.76	N 88°50'25" W	.02023959	.99979516	3.58			176.72
L^3 19+82.03 P.I.	4°00' Cr. Lmc =	13°30' 337.50										
21+50.00 PT			1659.65	169.53	1829.18	S 77°39'35" W	.21371718	.97689558		390.93		1786.92
L^3 1+52.85 P.O.T.		71°13' Rt.										
					256.95	N 31°07'25" W	.85605415	.51688615	219.96			132.81
Forest Service 9+40.6 P.C.		0°6'45" Lt.										
					235.35	N 31°14'10" W	.85503760	.51856601	201.23			122.04
Forest Service 16+33.3 P.I.		32°45'16" Rt.										
					235.11	N 1°31'06" E	.99964890	.02649681	235.03		6.23	
Forest Service 13+37.9 P.T												
					16.48'	N 1°31'06" E	99964890	02649681	16.47		0.44	
Forest Service 14+14.38 PC L^3-0+28.14 State		180°00' Rt.										
				731.49	731.49	S 1°31'06" W	99964890	02649681		731.23		19.38
L^3 3+03.35 P.I.	10°00' C.L. L = 1135.58	103°51'30"										
				731.49	731.49	N 77°39'35" E	.21371718	.97689558	156.33		714.59	
L^3 6+10.44 P.T.												

Oregon State Highway Department

TRAVERSE SHEET

Section Fly lake - Grandview School
Line L^3
Sheet No. 1
Calculated by DRwest
Checked by

	Tan.	Sub. Tan.	P. I. to P. I.	Calculated Course	Cosine	Sine	LATITUDE N.	LATITUDE S.	DEPARTURE E.	DEPARTURE W.	CO-ORDINATES Lat.	CO-ORDINATES Dep.
											9,956.33	12,156.79
	7.23	169.53	176.76	N 88°50'25" W	.02023959	.99979516	3.58			176.72		
											9,959.91	11,980.07
	1659.65	169.53	1829.18	S 77°39'35" W	.21371718	.97689558		390.93		1786.92		
											9,568.98	10,193.15
			256.95	N 31°07'25" W	.85605415	.51688615	219.96			132.81		
Lt.											9,788.94	10,060.34
			235.35	N 31°14'10" W	.85503760	.51856601	201.23			122.04		
Rt.											9,990.17	9,938.30
			235.11	N 1°31'06" E	.99964890	.02649681	235.03		6.23			
											10,225.20	9,944.53
			16.48'	N 1°31'06" E	99964890	02649681	16.47		0.44			
											10,241.67	9,944.97
		731.49	731.49	S 1°31'06" W	99964890	02649681		731.23		19.38		
											9,510.44	9,925.59
		731.49	731.49	N 77°39'35" E	.21371718	.97689558	156.33		714.59			
											9,666.77	10,640.18

Form E-30—10M

Oregon State Highway Department

TRAVERSE SHEET

County Jefferson

Section Fly Lake - Grandview School

Calculated by

Highway FAS 660

Line L^3

Sheet No. 2

Checked by

STATION	CURVE DATA		Tan.	Sub. Tan.	P. I. to P. I.	Calculated Course	Cosine	Sine	LATITUDE		DEPARTURE	
	Degree	Angle							N.	S.	E.	W.
L^3 6+10.44 P.T.												
					1371.59	N 77°39'35" E	21371718	.97689558	293.13		1339.90	
L^3 19+82.03 P.I.												
14+14.38 P.C. Forest Service - 4+28.14 P.C. State												
					418.25	S 19°53' 19" E	.94035577	.34019264		393.30	142.29	
9+86.24 P.O.C. Forest Service 0+00.00 P.O.C. state												
					581.98	S 71°49'03" E	.31204475	.95006740		181.60	552.92	
L^3 6+10.44 P.T.												

( )

Oregon State Highway Department

TRAVERSE SHEET

Section Fly Lake - Grandview School

Line L³

Sheet No. 2

Calculated by D.Ewest

Checked by

A le	Tan.	Sub. Tan.	P. I. to P. I.	Calculated Course	Cosine	Sine	LATITUDE N.	LATITUDE S.	DEPARTURE E.	DEPARTURE W.	CO-ORDINATES Lat.	CO-ORDINATES Dep.
											9,666.77	10,640.18
			1371.59	N 77°39'35" E	.21371718	.97689558	293.13		1339.90			
											9,959.90	11,980.08
											10,241.67	9,944.97
			418.25	S 19°53'19" E	.94035577	.34019264		393.30	142.29			
ice											9,848.37	10,087.26
			581.98	S 71°49'03" E	.31204475	.95006740		181.60	552.92			
											9,666.77	10,640.18

County Jefferson
Section Fly Lake - Grandview School
Calculated by
Highway FAS 660
Line Loc
Sheet No. 1
Checked by
State Printing 86590

STATION	CURVE DATA		Tan.	Sub. Tan.	P. I. to P. I.	Calculated Course	Cosine	Sine	LATITUDE		DEPARTURE	
	Degree	Angle							N.	S.	E.	W.
0+00												
			409.95	✓		S 88-50-25 E ✓	0202396	9997951 ✓		8.30 ✓	409.87 ✓	
Sec Cor. 4+09.95 P.O.T	8 | 9 17 | 16											
			408.01	✓		"	"	"		8.26 ✓	407.93 ✓	
8+17.96 P.O.T												
			615.12	✓		"	"	"		12.45 ✓	614.99 ✓	
14+33.08 P.O.T												
			724.15	✓		"	"	"		14.66 ✓	724.00 ✓	
21+57.23 P.O.T.												
			841.22	✓		"	"	"		17.03 ✓	841.05 ✓	
29+98.45 P.O.T.												
			586.75	✓		"	"	"		11.88 ✓	586.63 ✓	
35+85.20 P.O.T.												
			1003.55	✓		"	"	"		20.31 ✓	1003.34 ✓	
45+88.75 P.O.T.												
			705.25	✓		"	"	"		14.27 ✓	705.11 ✓	
52+94.00 P.O.T												

Section *Fly Lake - Grandview School* Calculated by *E.L.S.*
Line *Loc.* Sheet No. *1* Checked by *G.P.M.*

Tan.	Sub. Tan.	P. I. to P. I.	Calculated Course	Cosine	Sine	LATITUDE N.	LATITUDE S.	DEPARTURE E.	DEPARTURE W.	CO-ORDINATES Lat.	CO-ORDINATES Dep.
										10,000.00	10,000.00
409.95	✓		S 88-50-25 E	0202396	9997951		8.30	409.87			
										9991.70	10,409.87
408.01	✓		"	"	"		8.26	407.93			
										9983.44	10,817.80
615.12	✓		"	"	"		12.45	614.99			
										9970.99	11,432.79
724.15	✓		"	"	"		14.66	724.00			
										9956.33	12,156.79
841.22	✓		"	"	"		17.03	841.05			
										9939.30	12,997.84
586.75	✓		"	"	"		11.88	586.63			
										9927.42	13,584.47
1003.55	✓		"	"	"		20.31	1003.34			
										9907.11	14,587.81
705.25	✓		"	"	"		14.27	705.11			
										9892.84	15,292.92

F pproved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 3-24	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Jefferson
		PROJECT NO. S-494(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fly Lake-Grandview School Section of FAS 660

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-3-68	5.591
OTHER *(Specify)*		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT $ 153,628	FEDERAL FUNDS $ 97,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer March 1, 1968

Oregon State Highway Department

Federal-Aid
Project No. S-494(4)

FLY LAKE-GRANDVIEW SCHOOL SECTION OF

FAS 660 IN JEFFERSON COUNTY

Project agreement estimate

Salem, Oregon, February 14, 1968

Type Code 2010
Roadway (Sta. 0+00 to Sta. 295+20.84)

Temporary Protection and Direction of Traffic	All	Required		$ 1,000.00
Clearing and Grubbing	All	Required		6,000.00
Ditch Excavation, Unclassified	55	cu.yd.	$ 3.00	165.00
Embankment in Place	42,900	cu.yd.	0.60	25,740.00
Finishing Roadbed and Slopes	5.59	mile	300.00	1,677.00
Trench Excavation	255	cu.yd.	3.00	765.00
Watering	1,730	M-gal.	3.00	5,190.00
Motor Grader	44	hour	15.00	660.00
Subbase	85,700	cu.yd.	1.00	85,700.00
18-inch Culvert Pipe	430	lin.ft.	4.50	1,935.00
24-inch Culvert Pipe	60	lin.ft.	6.00	360.00
60-inch Culvert Pipe	94	lin.ft.	30.00	2,820.00
18-inch Arch Type Pipe	280	lin.ft.	5.00	1,400.00
60-inch Arch Type Pipe	190	lin.ft.	30.00	5,700.00
				$139,112.00
Flagging (60% of Contractor's Cost)	All	Required		$ 250.00
Permanent Signing				300.00
				$ 550.00
			Subtotal	$139,662.00
			10% Engr. & Cont.	13,966.00
			Total	$153,628.00

Length of Project - - - - - - - - - - - 5.591 mile
Cost of Roadway Per Mile - - - - - - $27,477.73

Federal Funds -	$ 97,600.00
State Funds -	28,014.00
County Funds -	28,014.00
Total -	$153,628.00

State Funds for Const.: Chap. 275, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939

RECEIVED
MAR 4 1968

FOR FILING
S-494(4)

7119

Salem, Oregon
February 28, 1968

Fly Lake-Grandview
School Section
Project S-494(4)
Contract 7119
Jefferson County

MEMO TO FILES

This Memo is to document the change in alignment at the west end of the project to provide a proper connection to the proposed new alignment by the Forest Service of FAS 660 northward of this section as explained in the attached Memo of Mr. Putnam dated February 19, 1968.

The construction change consists of elimination of a "T" intersection by a 10° curve to the right to provide a more reasonable connection to the Forest Service future alignment of FAS Route 660.

The change is minor in nature and has been coordinated with all parties concerned as well as discussed with Bureau of Public Roads per attached half-slip. The additional quantities of work are being covered by Price Agreement with the contractor to be accomplished at unit bid prices. The required right of way has been obtained by Jefferson County.

The change is approved by the Highway Department in accordance with the "Secondary Road Plan".

R. N. Chase
Federal Aid Engineer

RNC:jb

cc: F. D. Morgan
M. S. Cox
V. L. Gallagher
R. N. Chase
J. N. Girvin (BPR)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
February 19, 1968

RECEIVED
FEB 20 1968
CONSTRUCTION
DIVISION

SUBJECT:

To:

Mr. F. D. Morgan
Construction Engineer
Salem, Oregon 97310

Proposed Line & Grade Revision
Fly Lake - Grandview School Section
FAS 660 Highway
Contract No. 7119

Herewith a sketch map showing a proposed line and grade revision for the connection to the Forest Service road on the westerly end of subject project.

At the time of the original location our crews were in contact with the Forest Service in Sisters and were advised that plans were to proceed with the Forest Service road in a southerly direction towards Sisters. On this basis we designed a "T" connection as shown on the construction plans. After the project was let and the new district ranger at Sisters became aware of the connection, he contacted this office and advised us that the Forest Service had no such plans for extending this road southerly in the very near future and that as both the Forest Service road and the county road were classified as FAS 660 it looked very peculiar to have a stop condition at a point where it was not necessary.

We then contacted Jefferson County Court and discussed this matter with them and they were willing to make the change as shown on the sketch if the property owner would give them the right-of-way and if no additional cost was incurred to the contract.

The property owner did agree and a Price Agreement giving the Contractor's Agreement is now in the hands of the contractor who has indicated that he will do the work at bid prices. The quantities are slightly more than shown on the contract; however, they are well within the allowance so should be at or under the gross amount.

I discussed this matter with Mr. Barbee and as he felt there should be no difficulty in making this change, we are proceeding with the staking of the new alignment.

As this project has federal monies in it, the Bureau of Public Roads' approval will have to be obtained.

J. F. Putnam
Division Engineer

JFP:bl
cc: W. W. Robertson

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FEB 23 1968

S-494(4)

7119

February 21, 1968

Mr. Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

Dear Mr. Jarl:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7119 for grading and stone base on the Fly Lake-Grandview School Section of FAS 660 in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94136

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-13-68	68 1110		514-1243-297

Jefferson County Court
Courthouse
Madras, Oregon 97741

RECEIVED
FEB 14 1968
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			31,700.00
Partial transfer of advance deposit for the Fly Lake-Grandview School Section, FAS 660. Covered by agreement dated 12-19-66.			25,700.00
To be retained			6,000.00

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Receipt No. ____________
By ____________

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Ausmeier

NOTED
HAROLD REYNOLDSON

NOTED

[illegible]
Jeff. Co

NOTED
H. S. COX

Fred Hill, Member
Helix

January 26, 1968

Jefferson County Court
Courthouse
Madras, Oregon 97741

Gentlemen:

On January 25, 1968, a satisfactory bid was received from Vernie Jarl of The Dalles, Oregon, for constructing the Fly Lake-Grandview School Section of FAS 660. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$139,112.00
Permanent Signing	300.00
Flagging	250.00
13-1/2% Engineering & Contingencies	18,854.37
Estimated Total Cost	$158,516.37

County Advance Deposit:
20% of 158,516.37 = $31,703.27 or say $31,700.00

Please make this advance deposit in the amount of $31,700 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

HR
Harold Reynoldson
Planning Engineer

HR:eb

Duplicate sent
to County
2/6/68
HR

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
APR 2 -
FOR
S-494(4)
7119

February 9, 1968

Mr. Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

Dear Mr. Jarl:

The State Highway Commission on January 30, 1968, accepted your proposal for grading and stone base on the Fly Lake-Grandview School Section of FAS 660 in Jefferson County for the sum of $139,112 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Jefferson County is received and the sum of $31,700 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7119. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin February 23, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mla
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
J. F. Putnam
Wilmer Robertson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis

RECEIVED
JAN 16 1968

S-494(4)

7119

January 15, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3465

Jefferson County Court
Courthouse
Madras, Oregon 97741

Attention: Nellie Watts

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the Fly Lake-Grandview Section of the Graham-Jordan Road (FAS 660).

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment
cc H. S. Cox
(conformed copy)

RECEIVED
JAN 8 - 1968

1-3-68

7119

S-494(4)

NOTED
R. KLABOE

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1/3/68

BY (Signature): Mr. Chase's Dec. 26, 1967 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 984 THRU 988

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
984	S-564(1) * 7115	0.550	218,000	130,800	Broadbent (S. Fk. Coquille Riv.) Bridge
985	S-320(4) 7117	0.016	51,000	30,600	COI Canal (Ward Road) Bridge
986	S-321(3) * 7117	0.010	34,000	20,400	COI Canal (Gosney Road) Bridge
987	S-23-108(1) 11-1	0.039	135,000	81,000	Halliday (Malheur R.) Bridge
988	S-494(4) 7119	5.590	210,000	126,000	Fly Lake - Grandview School Section
			$648,000	$388,800	

REMARKS (Division)

* Items 984 and 986 are classified as Safety Improvement projects.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1/3/68	A. W. Parsons, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

1-3-68

RECEIVED
JAN 4 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 660

Project Name Fly Lake-Grandview Section

Graham-Jordan Roads

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Madras, Oregon, this 3rd day of Jan, 1968.

Jefferson County

A L Ramsey
Judge

Commissioner

L. G. Kinkade
Commissioner

Copy to John Oaks
Owen Turner
J. F Putnam

(11/29/66)

NOTED
R. H. PRANGE

(12-7-66 150)

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Aransmeier

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

S-474(4)
7119

[illegible]

For R M Clark

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PR

(PPM 21

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. approx. 5.9 mi. W. of Culver W. 5.59 mi. 21 65	**ADT**	PRESENT 50	FUTURE 80 (66) (70)	YEAR 87 (71)	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., Low-Type Surf. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74)	

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 660

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	118	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. approx. 5.9 mi. W. of Culver-W. 5.59 mi.			
5					**ROW**		(Fly Lake - Grandview School Section) #1119			
5					**CONST** (CODE)			5.59	210,000	126,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	5.59	210,000	126,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ver 65	**ADT**	PRESENT 50	FUTURE 80 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)

ITEM NO. 988 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	~~NUMBER~~ 494 7	SEQ. NO. (4) 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Jefferson CODE 031 (14) (16)

ROUTE NO. S FEDERAL-AID 660 (32) STATE Co. Rd. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (*Full description*)
mi. mi.						Grade and drain, and stone subbase. (Future 2-11' lanes 0-11 oil mat surface with 4' shldrs. incl. rock leveling course)
iew						
	5.59	210,000	126,000	42,000	42,000 (Co.)	ROW - 60' Min.; Access Control - None, Parking Restrictions-None
T S	5.59	210,000 (16) (23)	126,000 (24) (33)	42,000	42,000 (Co.)	

REMARKS
Relocation Assistance - None involved

USCOMM DUSCOMM-DC 48905-P61

FLY LAKE - GRANDVIEW SCHOOL SECTION

PROJECT S-494(4)

EXISTING FACILITIES: Graveled roadway with 20-22 foot top width.

ADJACENT SECTIONS:
EAST END: 24-26 foot graveled top width.

WEST END: 18' dirt road top width.

PROJECT DATA: Construct on improved alignment and grades, graveled surface roadway with top width of 20 feet. Install drain tile including a 60" steel pipe 50 feet long. County has a suggested material source. Right of way County responsibility.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: Completed
PUBLIC HEARING: Not necessary

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See S-494(2)

December 22, 1967
(date)

RECEIVED
JAN 4 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
[illegible] S. COY

Jefferson County Court
Courthouse
Madras, Oregon 97741

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

- -

Highway FAS 660

Section Fly Lake-Grandview Section: Project S-494(4)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

Jan. 3 1968
(date)

By A A Ramsey

NOTED
P. B. Arensmeier

By
Commissioner

By L. T. Rinehart
Commissioner

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

Copy to L H Young
attention D. Ridings

NOTED
RICHARD UNREIN

NOTED
H. S. COX

MEMO TO R. N. CHASE   Date December 21, 1967

FAS 660, Jefferson COUNTY: Fly Lake-Grandview SECTION

TERMINI: East end project 10.6 miles westerly from junction with FAS 549, (State)

PROPOSED WORK: Grade and ~~[illegible]~~ drainage

PROJECT LENGTH: 5.6 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$210,000	$126,000	$42,000	$42,000	

EXISTING FACILITIES: Graveled roadway with 20-22feet top width

ADJACENT SECTIONS:
~~[illegible]~~/EAST END: 24-26 feet graveled top width.

West
~~[illegible]~~ END: 18' dirt road top width.

PROJECT DATA: Construct on improved alignment and grades, graveled surface roadway with top width of 30 feet. Install drain tile including a 60" steel pipe 50 feet long. County has a suggested material source. Right of way County responsibility.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION Completed
PUBLIC HEARING: Not Necessary

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See S-494(2)

NOTED
HAROLD REYNOLDSON

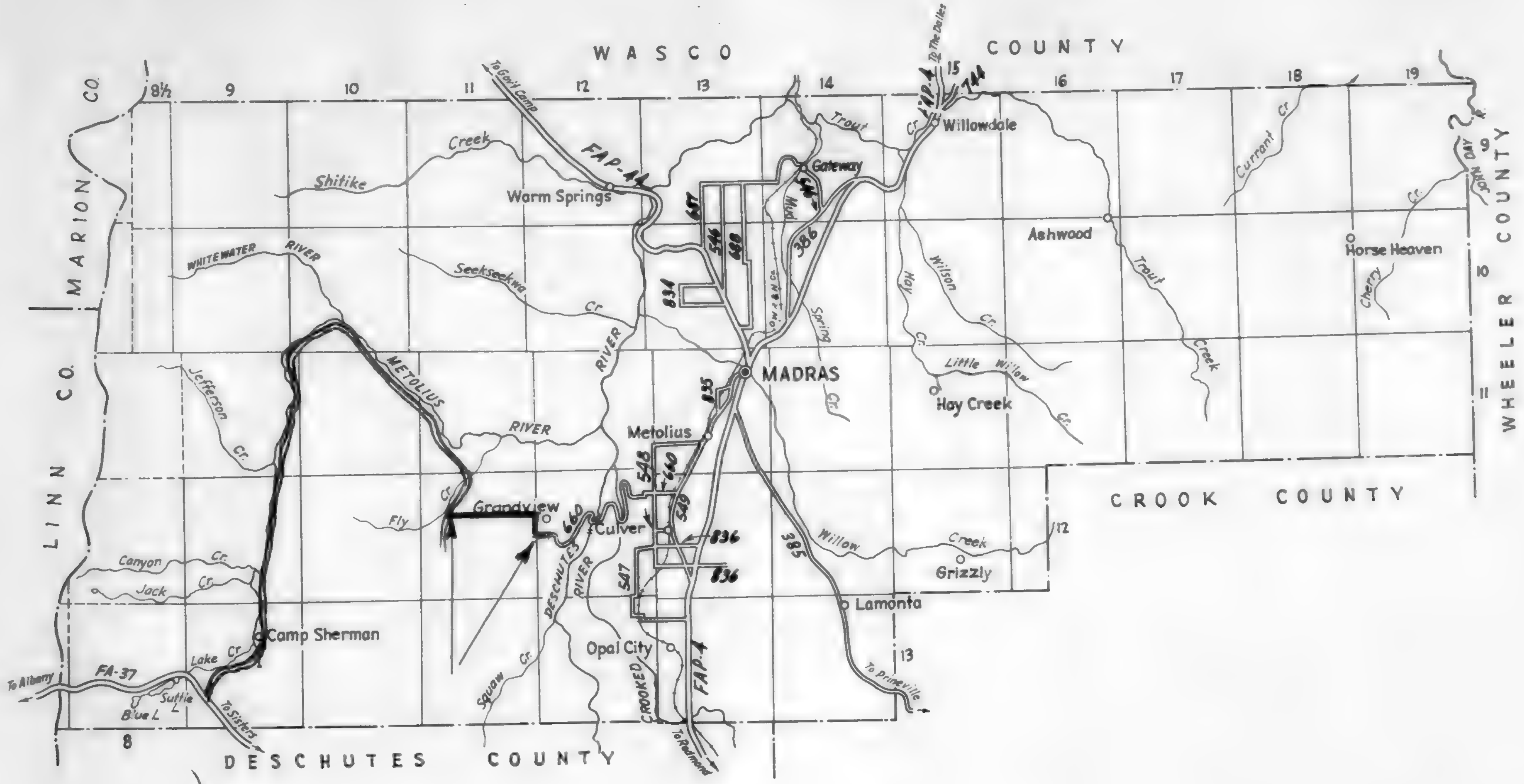
NOTED
[illegible]

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL



JEFFERSON COUNTY

FAS SYSTEM

Scale 0 2 4 Mi.

April 1962

- LEGEND -

═ FAP Primary Highway
═ FAS Highway on State Primary Highway
═ FAS Highway on State Secondary Highway
═ FAS Highway on County Road

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

7119

1946 (4)

Section FLY LAKE - GRANDVIEW SCHOOL Highway F.A.S. 660 County JEFFERSON Prefix 51-1454

Res. Engr. E. L. Scrivner Approx. Length 5.59 Miles. Sta. 0+00 to Sta. 295+31 Date 10-12-67

Truck A.D.T. 5 Traffic Coefficient 5.7 18 kip s.a. per day 3.5.

Annual Precipitation 12" (Metolius) Frost Penetration 32"±.

(1)
Typical Soil

29	LL
8	PI
97	%P 10
59	%P200
3	%Gravel
7	%C Sand By
31	%F Sand County
35	%Silt
24	%Clay
10	"R" Value (Average)

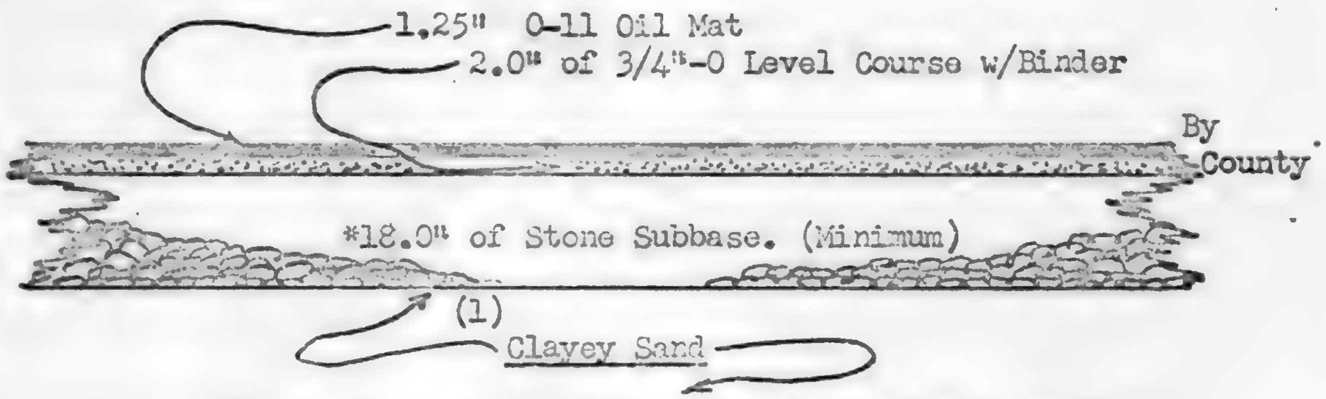
[illegible]

AASHO CLASSIFICATION:

A-4 (5)

MATERIAL SOURCES:

To be determined by the Engineer.



1.25" 0-11 Oil Mat
2.0" of 3/4"-0 Level Course w/Binder
By County
*18.0" of Stone Subbase. (Minimum)
(1)
Clayey Sand

CBR Total Req.	Credit	Actual Thick.	
	1.5	1.25	0-11
	2.0	2.0	Level
	14.5	18.0	Stone Subbase
13.0	18.0	21.25	

10-12-67

*The project is predominantly an embankment section. The proposed borrow is gravel from a County Pit 2.5± miles East of Grandview, and the material (see test results) will meet the requirements for Stone Subbase. (Credit 0.8:1)

OAD

LL	PI	SE	ABR.	P#20	Ht.	Top Size	P3/4	P#4	P#200	"R" Value
29	0	92.3	23.1	24.60	0.9	3.0"	76	47	1.8	85
31	0	92.1	21.5	23.52	1.4	4.0"	65	36	1.1	76
36	0	73.7	23.7	18.41	1.0	4.0"	65	27	2.3	80

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County - City (2)

Submitted by ______ for Staff Assistant

Recommended by O. A. White
Engineer of Materials

Recommended by
Asst. Construction Engineer

Approved by
Asst. State Highway Engineer

FLY LAKE - GRANDVIEW SCHOOL
F. A. S. 660
Jefferson County

"OTHER ROADS"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

SECTION: FLY LAKE - GRANDVIEW SCHOOL
HIGHWAY: F.A.S. 660
COUNTY: Jefferson

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1965 Present ADT 60 (Total)

B. 1985 Future ADT 90 (Total)

C. Mean ADT 75 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= .06 x (C) 75 = 5

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 5 x (H) 100 % = 5

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669
= 5.7

SECTION: FLY LAKE - GRANDVIEW SCHOOL
HIGHWAY: F.A.S. 660
COUNTY: Jefferson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or gravel
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County plans on placing an Oil Mat.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project. See Item 12.

HR:nr 9/22/67

MEMO TO THE FILES:
Re: ~~Fly Lake~~-Grandview Section
FAS 660
Jefferson County

Originally Jefferson County intended to take the ~~xxxx~~ right of way for the subject project by deed; however, they have changed their minds and intend to establish the right of way by resolution. The design is being made to stay within the present accepted right of way of 60', except where it will be necessary to take additional right of way along the new alignment.

The material source has been changed to a county gravel pit located about 1 mile north and 1 mile east of the east end of the project. The soils department has recommended a minimum of 18" of material from this county pit for the base rock on the project.

Harold Reynoldson
Harold Reynoldson,
Planning Engineer
County and City Division

HR:nr
9-22-67
cc: J. F. Putnam

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
D R Aronsmaier

NOTED
DON HARWELL

RECEIVED
SEP 1 - 1967
FOR FILING

S-1194(4)
7119

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

Section FLY LAKE - GRANDVIEW SCHOOL Highway F.A.S. 660 County JEFFERSON Prefix 516-144

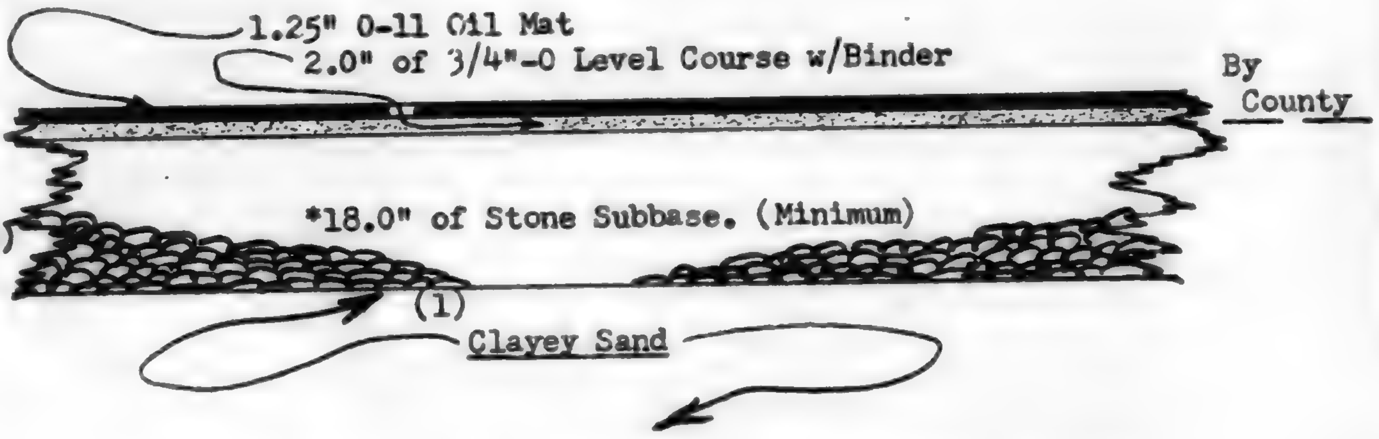
Res. Engr. E. L. SCRIVNER Approx. Length 5.59 Miles. Sta. 0+00 to Sta. 295+31 Date 8-28-67

Truck A.D.T. 5 Traffic Coefficient 5.7 18 kip s.a. per day 3.5.

Annual Precipitation 12" (Metolius) Frost Penetration 32"±.

(1)
Typical Soil

29	LL
8	PI
97	%P 10
59	%P200
3	%Gravel
7	%C Sand
31	%F Sand
35	%Silt
24	%Clay
10	"R" Value (Average)
	([redacted])


By County
1.25" 0-11 Oil Mat
2.0" of 3/4"-0 Level Course w/Binder
By County
*18.0" of Stone Subbase. (Minimum)
(1)
Clayey Sand

CBE Total Req.	Credit	Actual Thick.	
	1.5	1.25	0-11
	2.0	2.0	Lev
	14.5	18.0	Stone Subbase
18.0	18.0	21.25	

8-28-67

AASHO CLASSIFICATION:
A-4 (5)

MATERIAL SOURCES:
To be determined by the Engineer.

*The project is predominantly an embankment section. The proposed borrow is gravel from a County Pit 2.5± miles East of Grandview, and the material (see test results) will meet the requirements for Stone Subbase. (Credit 0.8:1)

LL	PI	SE	Abr.	OAD P#20	Ht.	Top Size	P3/4	P #4	P #200	"R" Value
29	0.	92.3	23.1	24.60	0.9	3.0"	76	47	1.8	85
31	0	92.1	21.5	23.52	1.4	4.0"	65	36	1.1	76
36	0	73.7	23.7	18.41	1.0	4.0"	65	27	2.3	80

Submitted by for Staff Assistant

Recommended by
Engineer of Materials

Recommended by
Asst. Construction Engineer

Approved by
Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

SECTION: FLY LAKE - GRANDVIEW SCHOOL

HIGHWAY: F.A.S. 660

COUNTY: Jefferson

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1965 Present ADT 60 (Total)

B. 1985 Future ADT 90 (Total)

C. Mean ADT 75 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= .06 x (C) 75 = 5

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 5 x (H) 100 % = 5

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where K = 4.669

= 5.7

SECTION: FLY LAKE - GRANDVIEW SCHOOL
HIGHWAY: F.A.S. 660
COUNTY: Jefferson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or Gravel
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County plans on placing an oil mat.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project. See Item 12.

RECEIVED
AUG 21 1967

S-4774(4)

7119

COMMISSIONERS
EDW. G. HUFFSCHMIDT, CHAIRMAN, PORTLAND
LEONARD N. HALL, CHARLESTON
McKEE A. SMITH, SCAPPOOSE

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

August 17, 1967

Routing
Morgan
Decker
Bond
Barbon
Walker
Glenn
Swan
Peas
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 18 1967
CONSTRUCTION
DIVISION

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention F. D. Morgan

Gentlemen:

We have reviewed the following highway projects transmitted by your July 28, 1967 letter:

> LaGrande-Ladd Canyon Section, Old Oregon Trail Highway, Union County
>
> Gurdane Road-M.P. 34 Section, Pendleton-John Day Highway, Umatilla County
>
> Fly Lake-Grandview School Section, FAS 660, Jefferson County
>
> North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County

We concur with the recommendations of the Oregon State Game Commission on the LaGrande-Ladd project. We also find no fishery conflicts regarding anadromous fish on the other projects, thus they are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

8-18-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
J. F. Putnam (2)
A. F. Parson (6)
fw

RECEIVED
AUG 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

RECEIVED
AUG 4 1967

FOR FILING

S-494(4)

7119

August 2, 1967

Routing
Morgen
Decker
Sand
Barben
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 4 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 28, 1967, which enclosed the plan title sheets for a number of proposed projects.

The following plans have been reviewed, and no conflict with wildlife resources is anticipated, so the plans are approved:

1. Tigard-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County
2. Fargo Road Interchange, Pacific Highway, Marion County
3. Suntex Safety Rest Area, Central Oregon Highway, Harney County
4. N. Fork Jacobsen Gulch-N. Ontario Interchange Section, Old Oregon Trail Highway, Malheur County
5. Goshen Interchange, Pacific Highway, Lane County
6. Manbrin Drive-Chemawa Road Section, FAS 159, Marion County
7. Gurdane Road-M.P. 34 Section, Pendleton-John Day Highway, Umatilla County
8. Butner Road-Jenkins Road Section, FAS 630, Washington County
9. Fly Lake-Grandview School Section, FAS 660, Jefferson County
10. Brewery Grade Interchange, Columbia River Highway, Wasco County
11. LaGrande-Ladd Canyon Section, Old Oregon Trail Highway, Union County
12. Klamath Falls-Green Springs Interchange Section, The Dalles-California Highway, Klamath County

We are holding for further review by our Game Division, the plans for Hermiston-Meadow Valley Interchange Section, FAS 911, Umatilla County.

As soon as possible we will reply on this project in a separate letter.

We appreciate the opportunity to review these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

8-4-67 Copies to:
- F. B. Klaboe
- L. H. Young
- Frank Hall (12)
- T. C. Roake
- J. E. Morelock
- L. W. Rulien (4)
- R. D. Asburry (4)
- L. R. Chandler (2)
- J. F. Putnam (8)
- A. F. Parson (6)

fw

RECEIVED
AUG 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
August 1, 1967

Fly Lake-Grandview School Section
FAS 660
Jefferson County

Mr. Floyd Scott

OFFICE

Attention: Robert Rounds

Jefferson County has informed this office that they will establish the right of way on subject project by resolution. I will inform you as to maps they will need as soon as possible.

NOTED
HAROLD
REYNOLDSON

HR

Harold Reynoldson, Planning Engineer
County And City Division

HR;nr

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
AUG 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. CO[illegible]

July 14, 1967

Manager, Land Office
Bureau of Land Management
P. O. Box 2965
Portland, Oregon 97208

STATUS OF LANDS
County Roads
Jefferson County
FAS 660

Attention Chief, Lands Section

Dear Sir:

Will you please give us the status of lands in the following:

T. 12 S., R. 11 E., Jefferson County,
Sec. 12, S[illegible] - BLM
Sec. 13, [illegible] & N[illegible] -
BLM FS

T. 12 S., R. 12 E., Jefferson County,
Sec. 18, [illegible] & W[illegible]
FS FS

Some of this area may be in the Forest Service. We would appreciate an early return of your findings.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

Earl F. Saling
Right of Way Office Mgr.

WC:ls

cc: County-City Division
Attention Harold Reynoldson

This has been looked into.
Si made a field trip to confer with the interested parties. HR

NOTED
J. [illegible]

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
[illegible]

NOTED
H. S. COX

Fred W. Hill, Member
Helix

NOTED
[illegible]

June 28, 1967

Honorable A. S. Ramsey
Jefferson County Judge
Courthouse
Madras, Oregon 97741

Fly Lake-Grandview Section
FAS 660
Jefferson County

Dear Sir:

Pursuant to our telephone conversation yesterday, concerning an established right of way through the entirety of subject project, there is attached hereto a list of the names and book and page numbers for the deeds which are urgently needed to write the remaining descriptions through the entire project.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Planning Engineer

HR:mr
Att:

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Deeds Needed

Fly Lake - Grandview School Section

Jordon Road & Graham Road, F.A.S. 660

Jefferson Co.

	Book	Page
R. & E. Wheeler	35	58
P. & R. Beebe	36	278
Harold Brockman	35	543
J. & M. Harvey D. & H. Brostaff	35	283
L. & V. DeMonte	33 33 34	205 524 217
P. & L. Emerson	34	240
J. & V. Nater	34	215
Loma Linda University	39	438
J. & H. Rowe	34	221
K. & V. Marquerite	33	583
Bertilla Callahan	34	229
F. & K. Fosati	34	231
Nylander	36	292
M. & A. Schumaker	34	190

NOTED
P. B. [illegible]

Salem, Oregon
June 7, 1967

Fly Lake-Grandview School Section
FAS 660
Jefferson County

Mr. J. E. Morelock

BUILDING

NOTED
H. S. COX

The survey data for the above project has been examined and it has been found to be consistent with the project requested by the County and approved by the Highway Commission.

Harold Reynoldson, Planning Engineer
County and City Division

HR:nr

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JAN 13 1967
FOR FILING

S-474(11)

7119

1-11-67

Prefix No. 516-1454

LOCATION PROSPECTUS
FLY LAKE-GRANDVIEW SCHOOL SECTION
FAS 660 - JEFFERSON COUNTY

HIGHWAY:	FAS 660.
TERMINI:	The west end is at the Fly Lake Guard Station on the west boundary of the Deschutes National Forest and approximately 11 miles due west of Culver. The east end is one mile south of the Grandview site and one-half mile east of the Grandview School.
LENGTH:	5.5 miles.
PROGRAM:	1967 FAS-C funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading on new and existing alignment. New alignment is proposed on a short section, approximately one-half mile in length at the west end of the project; and one one-quarter mile section about two miles from the west end of the project. Remainder of location to following existing alignment. Soils investigations will be conducted and special drainage studies made where necessary. There are no cities affected by this location.
STANDARDS:	Class "E". Deviations from State and AASHO standards are not anticipated.
TYPICAL SECTION:	Two 11-foot travel lanes with 4-foot oiled shoulders.
BRIDGES:	Three small wooden bridges on location. Studies will be made to replace with R.C.B.C or C.M.P.
BASE DESIGN:	Tentative base design for construction is: 1-1/4" 0-11 2 " Level 12 " Crushed Base
MATERIAL:	Sources of suitable material will be located during the survey and referenced to the line.
ADDITIONAL FACILITIES:	None affected.
ACCESS:	Under County jurisdiction.

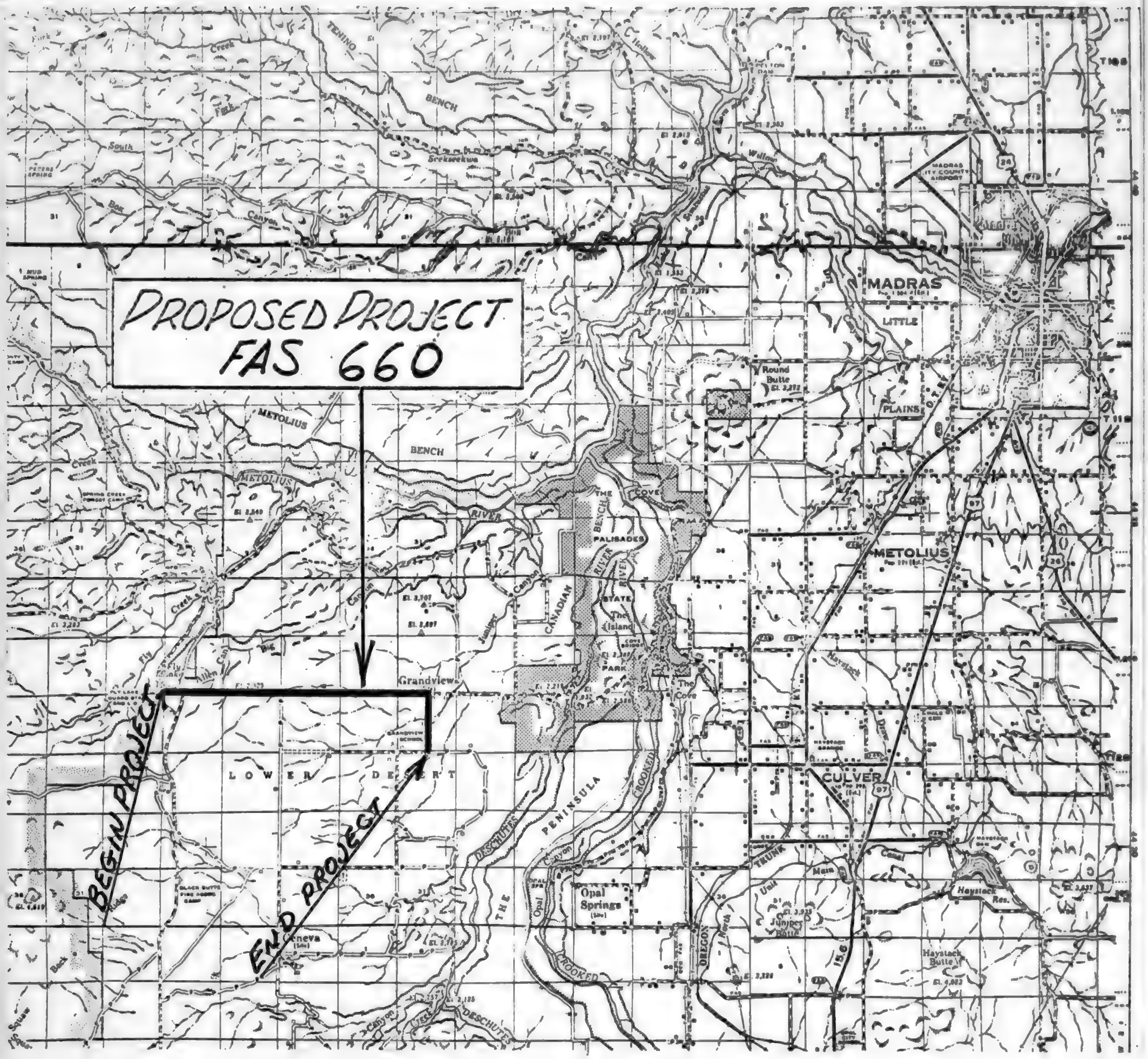
NOTED
TOM EDWARDS

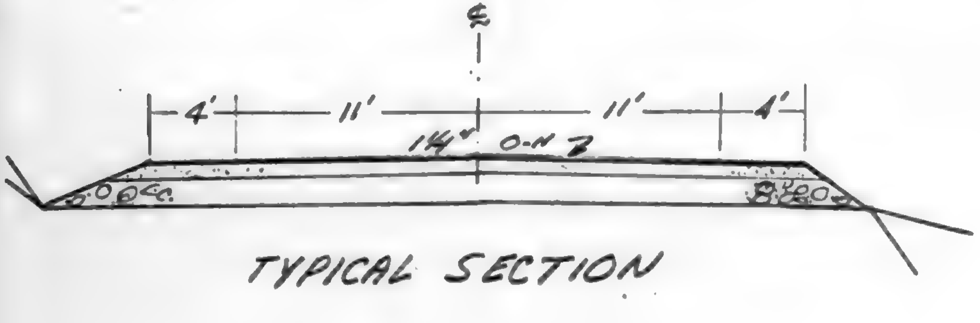
RECEIVED
JAN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

AGREEMENTS: None required.

PARKS: None affected.

January 11, 1967
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young





TYPICAL SECTION

PROSPECTUS MAP
FLY LAKE - GRANDVIEW SCH.
FAS 660
JEFFERSON CO.

JAN. 1967

Field Copy

NOTED
P. B. Arensmeier
12-30-66

Highway: Jordan Road and Graham Road, FSA 660 Jefferson Co.

Termini: The west end is at Fly Lake Guard Station on west boundary of Deschutes National Forest and approximately 11 miles due west of Culver. The east end is one mile south of the Grandview site and approximately 6.5 miles due west of Culver.

Lenght: 6.0 miles.

Narrative: This will be location survey to prepare plans, specifications and estimate for grading on new and existing alignment. New alignment is proposed on short section, approximately ½ mile at west end of project; and on ½ mile section about 2 miles from west end. Remainder of location to follow existing alignment. Soils investigations will be conducted and special drainage studies made where necessary. There are no cities affected by this location.

Standards Class "D" Anticipate possible deviation from State and AASHO standards on grade and curvature.

Typical Section: 38' subgrade to provide for future minimum 30' finished surface width.

Bridges: Three small wooden bridges on location. Studies will be made to replace with metal or concrete structures.

Base: To be determined after soils investigation completed.

Material: Sources of suitable material will be located during survey.

Additional Facilities: None affected.

Agreements: None required.

Parks: None affected.

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
H. S. COX

NOTED
HAROLD
REYNOLDSON

RECEIVED
DEC 30 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

[illegible]

NOTED
H. S. COX

Salem, Oregon
December 15, 1966

NOTED
RICHARD UNREIN

FAS 660
Jefferson County

Mr. J. F. Putnam
Division Engineer
State Highway Department
Box 1249
Bend, Oregon 97701

NOTED
P. B. Arensmeier

Attention: Mr. L. H. Warfield
Assistant Division Engineer

Wednesday, December 13, I contacted Mr. Ross Watts (in the absence of Russell Sumner) and asked him to arrange for a meeting with the Jefferson County Roadmaster and the Division Office at Bend to go over the proposed location survey on FAS 660, near Grandview. I stressed the following points that need to be resolved prior to work starting:

(1) "T" connections do not need the normal eased curvature. The radius at these connections may favor the most important road but the usual curvature requirements do not prevail.

(2) Total top width is not indicated on the project data sheets. Please note that 28' total top width would be a minimum, and could go wider according to the wishes of the County. It, of course, will be impossible to determine the graded top width until a base design is established.

(3) Determine if adequate gravel is available for use as borrow to make the roadbed fill. This may be the best and cheapest form of getting borrow.

(4) Determine approximate location of survey of west end. Our line should tie into Forest Service Survey at Fly Lake Guard Station. The present loop to the south in this vicinity seems unnecessary.

You will no doubt receive communication from Jefferson County in the near future to discuss this survey.

NOTED
HAROLD
REYNOLDSON

H. S. Cox
County and City Engineer

HSC:mm

cc: Mr. Russell Sumner, Jefferson County Roadmaster

NOTED
R. H. PRANGE

NOTED
DON HARWELL

12-8-66

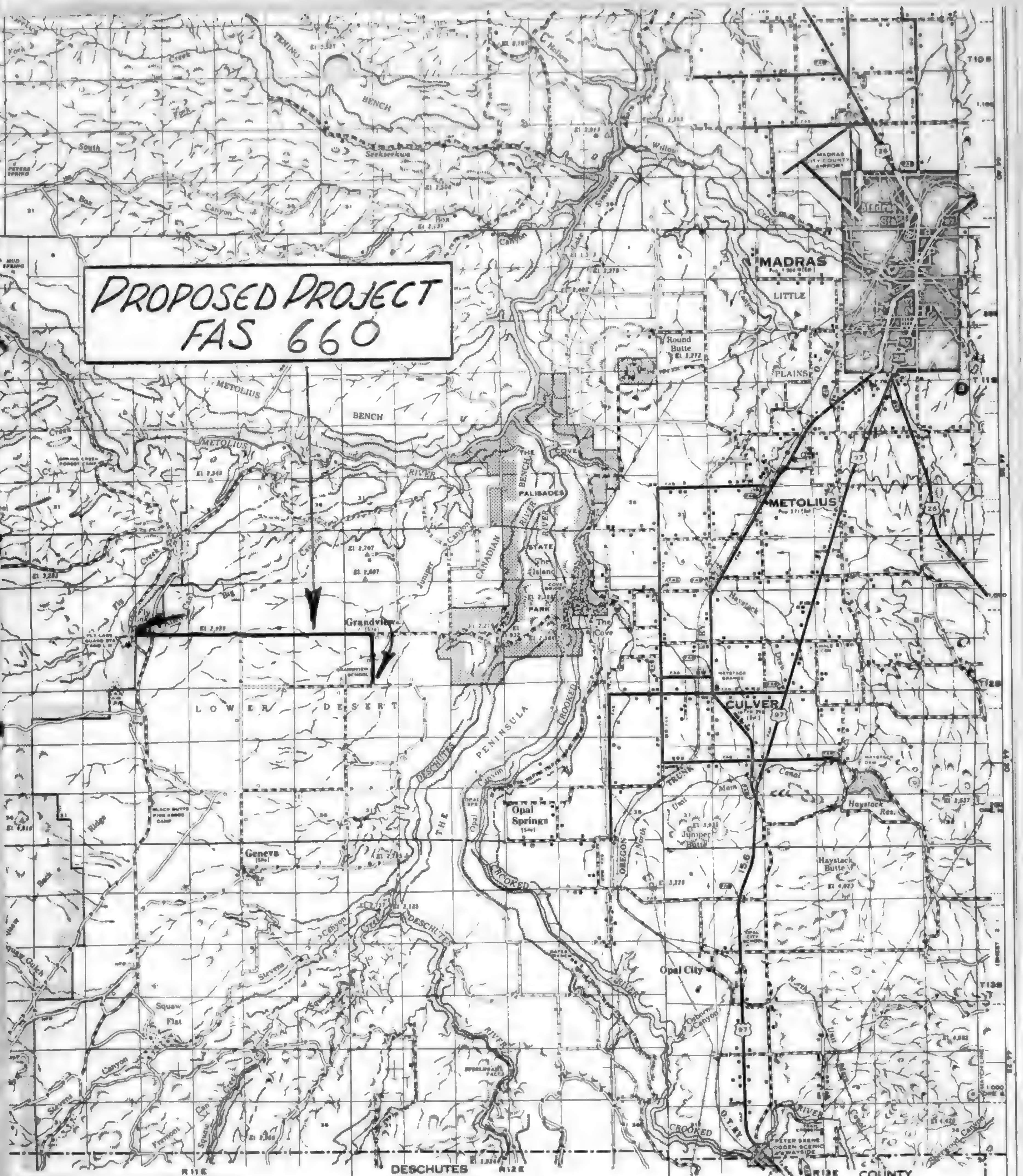
JEFFERSON COUNTY
PROPOSED PROJECT (1967 Funds)

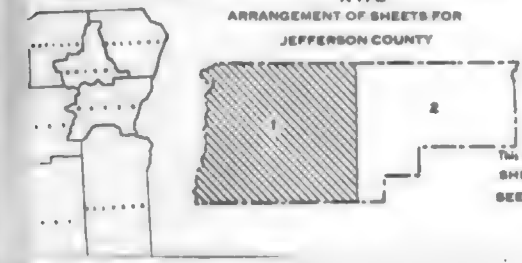
✓FAS 660 - Portions of Jordan Road and Graham Road: Grandview Section, grading and drainage, $125,000 (partial). Approximately 6 miles.

State to do survey and prepare options. County to furnish borrow area. Graded surface shall be 30 feet from shoulder to shoulder. The $125,000 represents the present balance of FAS funds available to Jefferson County. This amount will be supplemented as additional FAS funds become available.

HIWAY COMMISSION
APPROVED ON
DEC 19 1966

66-1
12/8/66




ARRANGEMENT OF SHEETS FOR
JEFFERSON COUNTY

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North Zone in Thousands of Feet

Areas outside National Forest A.M.S. Aerial Photography 1953
This Map has been Prepared by Standard Stereo-Photogrammetric Methods
SHEET 1 OF 2 MAP SHEETS AND 1 SUPPLEMENTAL SHEET
SEE SUPPLEMENTAL SHEET 1A-2A FOR ENLARGED AREAS
1. CAMP SHERMAN
2. WARM SPRINGS
3. MADRAS

GENERAL HIGHWAY MAP
JEFFERSON COUNTY
OREGON

SCALE

RECEIVED
DEC 8 - 1966
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS PROJECT DATA

1. Name of County JEFFERSON FAS No. 660
2. County Road Name Portion of Jordan Road No. 579 and Portion of Graham Road No. 516, form the end PGE construction on Jordan Road to Fly Lake Guard Station.
3. Section Name Grandview Length Approximately 6 miles
4. Type of Project Grading & Drainage.
5. Survey to be done by: State X County ____
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No X
Will it be furnished? Yes X No ____
7. Wearing Surface: Type None Width ____ Shoulders ____
8. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X
9. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
10. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____
11. Wearing Surface:
By County ____ County Date of Completion ____ By Contract ____
12. Clearing:
By County ____ County Date of Completion ____ By Contract ____
13. Is there any merchantable timber on right-of-way? Yes ____ No X
14. Will timber be reserved for owner? Yes ____ No X
15. Will timber become property of contractor? Yes X No ____
Remarks ____

MATERIAL SOURCE - - - Not Required- - - - - - - - - - - - - - - - - -

16. Gravel ____ Quarry ____ Cinders ____
17. Owner: County ____ State ____ Private ____
18. Location: ____ Section ____ Township ____ Range ____ W.M.

12-61-2

NOTED
R. H. PRANGE

19. Materials furnished by County: Borrow X Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: ____________________

Remarks: Pit run material available on Forest Service land near by.

FINANCIAL- -

21. Estimated Cost: $ 50,000 per mile

22. Available FAS Funds: $125.000

23. Date Match Money is Available: Now

24. Will there be any 100% County Money? Yes____ No x

25. Maximum Amount of 100% County Money Available: $ None

26. Date County Requests Letting: Spring of 67

Remarks____________________

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes x No____

28. Will right-of-way be acquired by: Resolution____ or Deed x

29. Should State prepare options? Yes x No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No x

31. Should material source site be included in right-of-way descriptions?

Yes____ No x

32. Does project run inside city? Yes____ No x
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted])

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No x
(NOTE: County must move all utilities located on present right-of-way.)

Remarks____________________

LR 61-8

RAILROADS - - - None -

34. Location: ____________________

35. Name of Railroad: ____________________

36. Number of tracks: __________

37. Sight distance: __________ (Left) __________ (Right)

38. Number of trains ____________________

39. Angle of intersection ____________________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning____ Crossbucks____ Stop____

Automatic Flashing____ Automatic Bell____ Gates____

Remarks ____________________

STRUCTURES -

42. Are there any structures to be replaced or altered? Yes x No____

43. Will replacement by by: County________ Contract x
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks Structures to be replaced are small bridges or timber culverts to be replaced by culverts or piped

47. Is project contingent upon other factors? Yes____ No x

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: ____________________

____

____

____

SR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: Forest Service has indicated they are planning to let contract winter of [illegible] - 68 for end of this proposed project.

50. (c) Surveys (Coordination with outside surveys)

Explain: Survey should coordinate with Forest Service survey [illegible].

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No x

52. Does County wish sight posts installed? Yes___ No x

53. Does County wish guard rail installed? Yes___ No x

54. Does County wish seeding and mulching incorporated into job?

Yes___ No x

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Jefferson County

December 1966 Date

By A L Ramsey
Judge or Commission Chairman

By [illegible]
County Engineer
Roadmaster

Robert H. Prange
O.S.H.D. Field Engineer

Date 12-8-66

CCR 4-8

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

December 1, 1966

Mr. Russell Sumner
Jefferson County Roadmaster
Courthouse
Madras, Oregon

FAS 660

Dear Mr. Sumner:

Enclosed are FAS-C project forms for your use in requesting the proposed project on the extension of FAS 660 from the end of the P.G.E. grade westerly to the Fly Creek Guard Station. Your request for the extension of the route along the Metolius River to the Santiam Highway near Camp Sherman is presently in the hands of the Bureau of Public Roads for approval. The B.P.R. was highly impressed with the supporting data submitted with the requested route extension and indicated that a route approval might soon be given.

It would be very desirable to have your project application submitted to us as soon as possible so that it can be ready for presentation to the Highway Commission for approval, possibly at its December 19 meeting if we can get the Bureau's route approval before that time.

If I can be of any assistance, please call or write.

Very truly yours,

R. H. Prange
Field Engineer
County and City Division

RHP:mm
Encl.

NOTED
HAR
REYN

NOTED
R. H. PRANGE

NOTED
DON HARWELL

FLH 1(6) Hogback Summit Section of the Lakeview-Burns Hwy. (Grad., Paving.) 1968

#7120

RECEIVED
JUN 9 1969
FOR FILING

FLH-1(6)

7120

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 6, 1969

SUBJECT: Inspection of Asphalt Concrete
Hogback Summit Section

To: MEMO TO THE FILES

The asphalt concrete on this section was inspected on May 27, 1969 by the writer.

When this pavement was constructed it was known that the aggregates used for the AC were of poor quality in that they were very subject to stripping. Due to this condition, Central Laboratory tests indicated that the use of a lower penetration asphalt would be of benefit and so a 40-50 penetration was used. It might be noted that the contractor claimed laydown problems as well as additional plant problems at that time. These were somewhat questioned by the State personnel who were closely watching the work. The contractor claimed additional rolling was required over normal when the lower penetration asphalt was used.

Late last fall, cracking between panels at centerline was noted and also some minor longitudinal cracking within panels. This spring, some cores were cut and tested by the Central Laboratory, one at an area of mid panel cracking (Station 1320) and the other at an area where this mid panel cracking was not prevalent by sight. These tests indicated that there existed a slightly more deficiency of fine material at the center of the panel than at the outer portions. From these results based on tests taken at the two areas plus visual observation, it was the opinion of Materials Department personnel that the condition was caused by a malfunction of the paving machine.

On the May 27 inspection trip, the following was observed.

A crack on centerline between the northbound and southbound lanes was noted to be prevalent throughout most of the section

Approximately 0.6 mile of cracking on the center of the southbound panel from M.P. 64.1 to 64.7 was observed and very slight indication of intermittent cracking at this area from M.P. 63.9 to M.P. 64.1 on the southbound lanes (see photo #1).

In the vicinity of M.P. 64.0 on the northbound lane, some additional longitudinal cracking was observed at distances 4 to 5 feet out from the roadway centerlin (see photo #2).

As the laboratory tests indicate some segregation at panel mid points, this item was discussed with Resident Engineer Dunn who had previously talked to his Inspector regarding it. They stated there was no indication of such a problem during placement and I can concur that none was observed on the several inspections which were made during paving. The contractor, John Compton, has been advised that a mechanical equipment problem in his paver may exist and that it must be corrected prior to any more placement of A.C. He states that the paver was completely overhauled during this last winters season and that new bearings, etc., were replaced in the augers. Sample checks will be made as the Materials Department recommends. They will also be made on other projects to see if any similar conditions may exist.

The pavement condition at the time of the May 27 inspection appeared to be quite dry and a definite stripping condition was prevalent at the surface. This can be seen somewhat in the attached photos 1 and 2. As this pavement was placed last fall and had not had the benefit of good warm weather for sealing, it may appear better after some hot weather and under traffic of the next few months. It is recommended, however, that the Division and Maintenance personnel keep an eye on this section as a light seal might be in order at some future date.

While the cracking problem may be primarily caused by segregation in material due to action of the paver, it is thought that the absorbing and degrading type aggregate used probably added to the problem.

John H. Walker
Field Construction Engineer

JHW:fw

cc F. B. Klaboe
O. A. White
J. F. Putnam
E. J. Dunn

RECEIVED
JUN 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
DEC 12 1968

FOR FILING

FLH-1(6)

7120

December 12, 1968

General Insurance Company
of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $3,225.25 will be made to Groesbeck-Durbin, Inc., on Contract No. 7120 for grading and paving the Hogback Summit Section of the Lakeview-Burns Highway in Lake County as soon as the warrant is prepared.

The total amount paid on this contract will be $442,185.26 including the post-final payment. Of the total $4,015.03 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

J. F. Putnam
C. H. Maison
Attn: John Herr

RECEIVED
SEP 16 1968
FOR FILING

FLH-1(6)

7120

September 16, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,120.14 will be made to Groesbeck-Durbin, Inc., on Contract No. 7120 for grading and paving the Hogback Summit Section of the Lakeview-Burns Highway in Lake County as soon as the warrant is prepared.

The total amount paid on this contract will be $438,960.01 including the post-final payment. Of the total $4,015.03 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

C. H. Maison
Attn: John Herr

RECEIVED
AUG 6 - 1968

FOR FILING

FLH-1(6)

7120

August 6, 1968

General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7120 awarded to Groesbeck-Durbin, Inc., for grading and paving on the Hogback Summit Section of the Lakeview-Burns Highway in Lake County was completed on June 12, 1968, and accepted by the Highway Commission on August 1, 1968.

Final payment in the amount of $20,713.77 will be released to the contractor after August 13, 1968. The total contract amount is $437,839.87 including $4,015.03 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 2 = 1968

FOR FILING

ELH-1(6)

7120

August 1, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 12, 1968, on Contract No. 7120. The contract was with Groesbeck-Durbin, Inc., and was for grading and paving on the Hogback Summit Section of the Lakeview-Burns Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 1, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter as your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb fn

FLH-1(6)
7130

FORM P 1 (REV 12 56)

ORGEON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Hogback Summit Section	SECTION: Hogback Summit	WEEK ENDING: July 13, 1968
	HIGHWAY: Lakeview-Burns	SECTION PREFIX: 19-1046
	KIND OF WORK: Grading & Paving	COUNTY: Lake
CONTRACTOR: Groesbeck-Durbin, Inc.	CONTRACT NUMBER: 7120	FEDERAL AID PROJECT NUMBER: FLH-1(6)
DATE OF CONTRACT: January 31, 1968	DATE WORK STARTED: February 6, 1968	ESTIMATED COMPLETION DATE: June 12, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 104
PROJECT AUTHORIZATION $480,436.64	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 58
EXCLUSIVE OF ENGINEERING $442,340.35	ENGINEERING AUTHORIZATION $38,096.29	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $439,245.02	ENGINEERING COST TO DATE $52,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 1 %	PERCENT OF AUTHORIZATION 139 %	DATE PROJECT WAS COMPLETED: June 12, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Delineation	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.58	3.58		3.58	3.58
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.58	3.58		3.58	3.58
TOTAL ESTIMATED QUANTITIES (CONTRACT)	224,000 CY	56,300 Ton		120 T-760CY	13,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	257,782 CY	57,587 Ton		117T-380 CY	12,902 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	257,782 CY	57,587 Ton		117T-380 CY	12,902 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays Charged	CAUSE OF DELAY
SUNDAY	Clear-Warm				
MONDAY	" "				
TUESDAY	" "				
WEDNESDAY	" "				
THURSDAY	Partly Cloudy Warm				
FRIDAY	Cloudy fair				
SATURDAY	" "				

Routing
RECEIVED
Scott
Division
Olson

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work on the project
MONDAY	Office personnel compiling semi-final data
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	No work on the project

REMARKS

The semi-final estimate was completed and submitted to the Division Office on Friday

This is the last report for this project.

cc: Construction (2)
BPR (1)
Division (1)
File (1)

SIGNED EJDunn LOCATION
E. J. Dunn Res. Engineer Lakeview

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM ... 10M 6-67
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
JUL 2 - 1968
FOR FILING

FLH-1(6)

7120

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 18, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Contract 7120
Prefix 19-1046
FAP FLH-1(6)

Dear Sir:

All work under Contract No. 7120, Hogback Summit Section of the Lakeview-Burns Highway in Lake County, was completed on June 12, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

RECEIVED
JUL 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Bureau of Public Roads
Oregon Division Office Endorsement Date June 27, 1968

Conditions noted on above date:

This project was inspected on June 25, 1968 and is considered acceptable subject to materials certification or testing on some of the guardrail and minor final cleanup as ordered by the Resident Engineer.

R. E. Simpson
Division Engineer

CC: Forrest Cooper
L. H. Young

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.

PROJECT REPORT NO. 3

FORM PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

ATE Oregon

COUNTY Lake

PROJECT NO. FLH-1(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, Hogback Summit Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-3-68	3.576
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 463,532	$ 400,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~xx~~ A. W. PARSONS
(Division Engineer)
By L.R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer February 16, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. FLH-1(6)

HOGBACK SUMMIT SECTION ON THE LAKEVIEW-BURNS HIGHWAY IN LAKE COUNTY

Project agreement estimate.

Salem, Oregon, February 2, 1968

Type Code 6201
Roadway (Sta. 1280+00 to Sta. 1468+80.31 Bk. = 1475+44.00 Ah.)(Contract No. 7120)

Temporary Protection and Direction of Traffic	All	Required		$ 4,000.00
Clearing and Grubbing	All	Required		20,000.00
Ditch Excavation, Unclass.	74	cu.yd.	$ 3.00	222.00
General Excavation, Unclass.	224,000	cu.yd.	0.64	143,360.00
Overhaul	8,800	C-yd.sta.	0.30	2,640.00
Finishing Roadbed and Slopes	3.58	mile	1,200.00	4,296.00
Rounding Cutbanks	3,300	lin.ft.	0.25	825.00
Trench Excavation	500	cu.yd.	5.00	2,500.00
Watering	4,300	M-gal.	3.00	12,900.00
Obliteration of Roadway	56	sta.	30.00	1,680.00
Pavement Replacement	146	lin.ft.	7.00	1,022.00
Preparation of Old Roadbed	All	Required		500.00
Subbase	46,000	ton	1.00	46,000.00
3/4" - 0 Material in Base	10,300	ton	2.15	22,145.00
3/4" - 0 Aggregate in Prime Coat	760	cu.yd.	3.00	2,280.00
RC-250 Asphalt in Prime Coat	120	ton	56.00	6,720.00
Class "B" Asphalt Concrete Mixture	13,400	ton	5.05	67,670.00
Asphalt Cement in Mixture	830	ton	40.00	33,200.00
12-inch Culvert Pipe	60	lin.ft.	3.85	231.00
18-inch Culvert Pipe	700	lin.ft.	5.75	4,025.00
24-inch Culvert Pipe	580	lin.ft.	8.10	4,698.00
Concrete Inlets, Type G-2M	7	only	300.00	2,100.00
Extra for A.C. Concrete Approaches	6	only	50.00	300.00
Guide Posts, W-1	130	only	8.00	1,040.00
Type 1 Guard Rail	3,770	lin.ft.	3.16	11,913.20
Metal Snow Fence	3,200	lin.ft.	5.95	19,040.00
Salvaging Type 1 Fence	270	rod	2.00	540.00
Type 1 Fence - Salvaged	270	rod	3.50	945.00
				$416,792.20
Flagging (60% of Contractor's Cost)	All	Required		4,600.00
	Subtotal			$421,392.20
	Engineering & Cont.*			42,139.80
	Total			$463,532.00

*Engineering is not limited to 10% on FLH Projects.

Length of Project- - - - - - - 3.576 Miles
Cost of Roadway Per Mile - - - $133,352.12

Federal Funds	$400,000.00
State Funds	63,532.00
Total	$463,532.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Length of Project- - - - - - - 3.576 Miles
Cost of Roadway Per Mile - - - $133,352.12

Federal Funds -	$400,000.00
State Funds -	63,532.00
Total	$463,532.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

HOGBACK SUMMIT SECTION

FEDERAL-AID PROJECT NO. FLH-1(6)

NONPARTICIPATING - STATE WORK

Seeding and Mulching	All Required	$1,800.00
Permanent Signing	All Required	100.00
		$1,900.00

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
FEB 13 1968

FLH-1(6)
7120

February 13, 1968

Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7120 for grading and paving on the Hogback Summit Section of the Lakeview-Burns Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon

RECEIVED
FEB [illegible] 1968

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

FLH-1(6)

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 6, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
7120 Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project FLH-1(6)
Hogback Summit Section
Grading, Drainage, and Paving

As requested in Mr. Young's letter of February 1, 1968 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of January 30, 1968 in the award of contract No. 7120 to Groesbeck-Durbin, Inc., of Eugene, Oregon, low bidder in the amount of $416,792.20 at the January 25, 1968 bid opening.

NOTED
F. B. KLABOE

2-8-68
REFERRED TO
Young
STATE HWY. ENGR

RECEIVED
FEB - 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 1 - 1968

FOR FILING
ELH-1(6)
7120

February 1, 1968

Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 7120 for $416,792.20 awarded to you by the State Highway Commission on January 30, 1968. This contract is for grading and paving on the Hogback Summit Section of the Lakeview-Burns Highway in Lake County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 14, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (STAC)
J. F. Putnam
E. J. Dunn

RECEIVED
FEB 2 - 1968

FLH-1(6)

7120

February 1, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of January 30, 1968 is requested in the award of contract for the Hogback Summit Section, Project No. FLH-1(6).

The contractor receiving the award is Groesbeck-Durbin Inc. of Eugene in the amount of $416,792.20 with the Contract No. 7120 assigned. This bid was received on January 25, 1968 and awarded January 30, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

No utilities are involved.

In regard to your comment in the P.S. & E. letter about the access control line, it is our standard practice to show a continuous line at approaches when there is no designated public right of way extending out from the main traveled way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAH:slh

RECEIVED
JAN 23 1968

FOR FILE

FLH-1(6)

7120

January 22, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to certify that the Oregon State Highway Commission has contacted the required local public authorities regarding protection of public resources, such as recreational areas, historical sites, wild life refuges, and other facilities in which the public has a specific interest. This certification had not been received at P.S. & E. approval time.

We also certify we have received replies from the required local public authorities in these matters and they have no objections or suggestions regarding the following project:

FLH-1(6) Hogback Summit Section

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

IRR:jb

Form FH-121 (4-67)
UNITED STATES GOVERNMENT

Memorandum

FLH-1(6)
7'20

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 3, 1968
In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

G R Brooks

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

SUBJECT: Oregon Project FLH-1(6)
Hogback Summit Section
Grade, Drain, and Pave

PS&E documents for the subject project are hereby conditionally approved simultaneously with the program approval by separate memorandum, with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our December 19, 1967 memorandum approving the Stage 2 program for this project advised that construction authorization was withheld pending release of the non-Trust Fund monies. Mr. Bridwell's December 26, 1967 telegram released these funds allowing our authorization.

Pursuant to PPM 24-1 on Public Lands Funds, the sum of $400,000 previously allocated of these funds shall not be exceeded by project revisions or changes without our Washington office approval.

Young g w/enc.
[illegible]
Moehring
1-11-68

Right of Way

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained as indicated in Mr. Moehring's December 17, 1967 letter except for one (1) outstanding file. We understand that this file is being negotiated and will be available for occupancy and contractor's use prior to your requesting our concurrence in award. No relocation assistance is involved on this project.

Utilities

No utility adjustments are involved as stated in Mr. Litchfield's letter of December 29, 1967.

Single Product Usage

As stated in Mr. Young's June 29, 1967 letter, specifying one material or product is limited to those items previously accepted.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Other Agency Approval

Mr. Young's January 2, 1968 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife. Nonconcurrence by other appropriate public recreational or historical resources authorities is not involved.

Miscellaneous Authorizations

After award concurrence, you are authorized to proceed with contractor's flagging shown in your estimate in the amount of $4600.

Specifications

The use of Article 330-3.22A Profile Index (Supp. Stds. 3-1-67) is approved for use on this project.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Div. II Part 4 Structures (excluding Section 410)...October 1967
Div. II Part 4 Structures Section 410..............October 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Miscellaneous

The pavement type selection for the project is accepted on the basis of documentation attached to your October 9, 1967 "Project Base Design" sheet.

Access control lines should be corrected to show existing access points.

Enclosure
Title sheet

RECEIVED
JAN 3 - 1968

FLH-1(6)

7120

January 3, 1968

Oregon State Highway Commission

Gentlemen:

Due to more recent information becoming available it is desired to revise our letter of December 28, 1967, to read as follows:

Federal funds have recently been made available in the amount of $400,000 to accomplish a federal lands highway project on the Hogback Summit Section of the Burns-Lakeview Highway in Lake County.

This section is 3.58 miles in length and is estimated to cost $535,000. It will be necessary for the $135,000 to be added to the current State Construction Program.

Telephonic approval was given by Chairman Jackson, January 2, and the matter will be on the agenda for the January 23 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

(Office Engineering) jes

RECEIVED
DEC 28 1967
FOR FILING
FLH-1(6)
7120

December 28, 1967

Oregon State Highway Commission

Gentlemen:

Federal funds have recently been made available in the amount of $400,000 to accomplish a federal lands highway project on the Hogback Summit Section of the Burns-Lakeview Highway in Lake County.

This section is 3.38 miles in length and is estimated to cost $453,000. It will be necessary for the $53,000 to be added to the current State Construction Program.

Telephonic approval was given by Chairman Jackson, and the matter will be on the agenda for the January 23 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

LHY:ia fn

RECEIVED
DEC 29 1967

FOR FILING

FLH-1(6)

7120

Klaboe

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1967

SUBJECT: Right of Way Status
FLH Primary
January 25, 1968
Bid Opening

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

NOTED
F. B. KLABOE

On the following FLH Primary project the following file is needed:

Hogback Summit, Lakeview - Burns Highway, Lake County: Grade and Pave

File No. 41873 - BLM

An application has been made to the Bureau of Land Management and they have advised that a decision will be handed down prior to the date of bid opening.

No relocation assistance is involved.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
cc F. B. Klaboe
C. H. Maison
G. E. Rohde
W. H. Haskin
Frank Lowe
Duane Ridings
M. R. Mitchell

RECEIVED
DEC 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 22 1967

FLH-1(6)

7120

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 19, 1967

In reply refer to: 08-35.EC/710.5

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

G R Brooks

SUBJECT: Oregon Public Lands Fund Program

Mr. Young's December 8, 1967 letter submitted one project for the subject program for approval. This Stage 2 Construction Phase project is conditionally approved effective today, subject to the restrictions noted below.

Item	Project	Location	Work
9	FLH-1(6)	Hogback Summit Sec.	Grade, pave.

Pursuant to Mr. Bridwell's October 9 and 12, 1967 telegrams and Volume 31, Chapter 1, paragraph 10b of the Administrative Manual, dated October 13, 1967, Public Lands fund projects may not be given construction authorization until the current cut back is relaxed. Furthermore, because of the nature of these funds, this action should not be construed as creating in any manner any obligation on the part of the Federal Government to provide construction authorization for this undertaking.

Under the above conditions of approval we have reserved the total allowable allotment of $400,000 of these funds as a Stage 2 action.

12-21-67
REFERRED TO
Young
Asst. State Hwy. Engr

RECEIVED
DEC 20 1967
OFFICE OF
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 11 1967

~~FOR FILING~~
FLH-1(6)
7120

December 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 9, Project FLH-1(6) for the Hogback Summit Section. It is our request the project be included in the Federal Lands Highway Program.

We understand that we cannot advance this project to P.S. & E. status until we are advised that the present restriction on these funds have been removed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	**FEDERAL - AID PRO** (PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 395 26.3 Mi. S. Harney Co.Line S. 3.58 Mi. 21 65	**ADT**	PRESENT 220	FUTURE 330 (66) (70)	YEAR 87 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Grade, Drain, High-Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Federal Lands	COUNTY NAME Lake	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 405

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		US 395 26.3 Mi. S.W. Harney Co. Line-S.W. 3.58 Mi. (Hogback Summit Section)			
5					**ROW**					
5					**CONST** (CODE)			3.58	500,000	400,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.58	500,000	400,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

. 3.58 Mi. 65	**ADT**	PRESENT 220	FUTURE 330 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 610 (4) (9)	ITEM NO. 9 (14) (16)

						PROJECT NUMBER			I. Projects Only	
(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PREFIX LETTER (S) FLH- 14 23	NUMBER 1(6) 7	SEQ. NO. 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME Lake CODE 037 (14) (16)

ROUTE NO. S FEDERAL-AID 405 (32) STATE 49 (36) (37) U.S. 395 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

		ESTIMATED PROJECT COST BY PHASES				
	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
S.W. .W.						Gr., dr., 2-12' lanes high-type pave. with 4' shoulders.
	3.58	500,000	400,000	100,000		R.O.W. - 200' min.; Access Control - partial; Parking Restrictions - none.
JECT ALS	3.58	500,000	400,000	100,000		
		(16) (23)	(24) (33)			

REMARKS

Additional Data - Original construction under Project No. FLH-1A.

USCOMM DUSCOMM-DC 48906-P61

HOGBACK SUMMIT SECTION

PROJECT NO. FLH-1(6)

Existing Facility

Two 10' lanes bituminous wearing surface with 2' shoulders constructed under FLH-1A.

Adjacent Sections

North End: Two 12' lanes asphalt concrete wearing surface with 4' shoulders.

South End: Two 10' lanes bituminous wearing surface with 2' shoulders.

Project Data

The proposed project consists of grade and drain, two 12' lanes high-type pavement with 4' shoulders. The south 2' miles follows the existing alignment with the north 1.6' miles being redesigned releiving several horizontal curves. There are no structures involved.

Public Hearing, System Action, Railroads, Airports, Water Development - None involved.

RECEIVED
OCT 17 1967

FAH-1(4)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

Section HOGBACK SUMMIT Highway LAKEVIEW-BURNS (FAR 405) County LAKE Prefix 523-1412

Res. Engr. E. J. Dunn Approx. Length 3.5± Miles. N. Sta. 1468± to S. Sta. 1280± Date 10-9-67

Truck A.D.T. 21 Traffic Coefficient 6.7 18 kip s.a. per day 14.7.

Annual Precipitation 18"± (Valley Falls) Frost Penetration 30+.

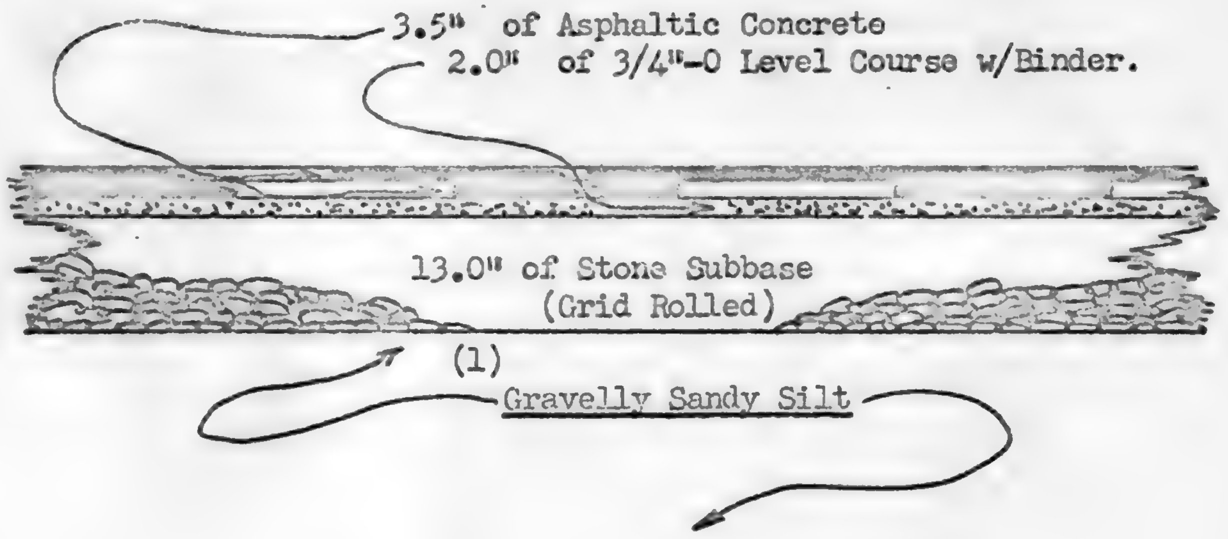
(1)
Typical Soil
27 LL
4 PI
72 %P 10
42 %P200
28 %Gravel
11 %C Sand
19 %F Sand
30 %Silt
12 %Clay
17 "R" Value

AASHO CLASSIFICATION:

A-4 (1)

MATERIAL SOURCES:

To be determined by the Engineer.


3.5" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course w/Binder.
13.0" of Stone Subbase
(Grid Rolled)
(1)
Gravelly Sandy Silt

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level
	10.5	13.0	Stone Subbase
19.5	19.5	18.5	

10-9-67

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~[illegible]~~
Rural Engineer

Submitted by [illegible]
for Staff Assistant

Recommended by O A White
Engineer of Materials

Recommended by [illegible]
asst Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

HOGBACK SUMMIT
Lakeview-Burns Highway (FAR 405)
Lake County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	3/4"-0 Level	Crushed Base	Stone Subbase	"CBE" Total Requirement	Actual Thickness
1 - 8	2.0"	2.0"	- - -	12.5"	16.0"	16.5"
Cars Only	2.0"	2.0"	- - -	*11.0"	12.0"	15.0"

*The course base has been increased until the total surfacing thickness is equal to approximately ½ the depth of frost penetration.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

SECTION: HOGBACK SUMMIT
HIGHWAY: Lakeview-Burns (FAR 405)
COUNTY: Lake

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1966 Present ADT 220 (Total)
B. 1986 Future ADT 330 (Total)
C. Mean ADT 275 $\left(\frac{A+B}{2}\right)$
D. Design Period 20 Years
E. No. of Lanes 2
F. Percent Trucks 15 (ADT Basis)
G. Trucks (in one direction) $\frac{F}{2}$= .075 x (C) 275 = 21
H. % Trucks in Design Lane 100 %
I. Trucks in Design Lane (G) 21 x (H) 100 % = 21

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where $K = 4.669$

= 6.7

SECTION: HOGBACK SUMMIT
HIGHWAY: Lakeview-Burns (FAR 405)
COUNTY: Lake

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks:

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: Not a consideration

10. Stimulation of Competition: See remarks

11. Construction Consideration: Not a consideration

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable

13. Traffic Safety: See remarks

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section as it is a State Construction project. See Item 6.

S-23-108(1) Malheur River (Halliday) 1968
Br. on FAS 23-108, east of
#7121 Vale.

C4H
3466

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 102574

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-1-70	[illegible] 1212		[illegible]-1[illegible]1[illegible]-[illegible]7

Contract 7121
S-23-108(1)

Malheur County
Malheur County Courthouse
Vale, Oregon 97918

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Hon. Ellis A. White			
Final Billing: Malheur River (Halliday) Bridge Section FAS 23-108. Covered by agreement dated July 24, 1967.			
County Advance Deposit		19,3[illegible].00	
Amount previously transferred		13,000.00	
			6,300.00
County share of construction costs		[illegible].78	
Amount previously transferred		13,000.00	
			5,4[illegible].78
			[illegible]71.22

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received As Reported $
To ~~be refunded~~

RECEIVED
JUL 2 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD B ALORN

NOTED
RICHARD UNREIN

NOTED
[illegible]

NOTED
DON HARWELL

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	MALHEUR RIVER (HALLIDAY) BRIDGE					
	MALHEUR COUNTY					
	Construction Type Code X081 Bridge No. 9815 (Sta. 295+30.5 to Sta. 297+35.5)(Contract No. 7121)					
1	Remove Old Bridge Substructure	All Required			$ 2,500.00	
2	Shoring, Cribbing, Etc.	All Required			1,500.00	
3	Structural Excavation	98.91	c.y.	6.00	593.46	
5	Furnish 10 BP 42 Steel Piling	1,600	l.f.	4.40	7,040.00	
6	Drive Steel Piles	40	only	75.00	3,000.00	
8	Class "A" Concrete (328 cu.yd. @ 85.00)	All Required			22,000.00	
9	50'-55" Type 3 Prestressed Beams	4	only	1,600.00	6,400.00	
11	90'-95' Type 3 Prestressed Beams	6	only	2,750.00	16,500.00	
12	Reinforcement (43,600 lb. @ 0.14)	All Required			8,000.00	
13	Three Tube Steel Railing	410	l.f.	20.00	8,200.00	
PA1-1	Additional Concrete	Lump Sum			482.23	
PA1-2	Additional Metal Reinforcement	Lump Sum			396.81	
PA1-3	Additional Steel Rail	Lump Sum			422.40	
PA1-5	72.5 Ft. Beams in Place	Lump Sum			8,746.49	
	Total Construction Cost				$85,781.39	
	Construction Engineering State	All Required			$10,824.09	
	Total Participating Cost				$96,605.48	
	Nonparticipating Items Construction Engineering	All Required			$ 212.74	
PA1-4	62' 6" Beams Stored at Vale	Lump Sum			7,068.53	
EW01	Rock Slope Protection	All Required			609.69	
	Credit for 62' 6" Beams	Lump Sum			(7,068.53)	
	Total Nonparticipating Cost				$ 822.43	
	Total Cost				$97,427.91	
	AMOUNT CARRIED FORWARD..					

21A (REV. 8-66) GPO 907-093 USCOMM-DC 27068-P66

Summary of Completed Federal Aid Work

Malheur River (Halliday) Bridge

S-23-108(1)

Description	Type Code	Roadway Width	Total Cost	F. A. Funds	Total Length
Bridge No. 9815 (Sta. 295+30.5 to Sta. 297+35.5)	X081	28 Ft.	$97,427.91	$61,392.78	0.039 mile

STATE COPY

Monthly transaction number 4-36	FOR R-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	e Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malheur
Modification number 2	(PPM 21-7) 4-15-70	Project number S23-108(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 16, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 97,428	$ 97,428
Federal funds	$ 59,965.48	$ 61,392.78
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher and to provide for 15% construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15th day of April, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By L. R. Backlund
(Division Engineer)
For: R. E. Simpson

STATE COPY

Monthly transaction number 2-5	PR-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Malheur
Modification number 1	1-20-70	Project number S-23-108(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 16, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 92,598	$ 97,428
Federal funds	$ 58,800.00	$ 59,965.48
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of January, 1970.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By MB Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By VR Backlund
(Division Engineer)

For: R. E. Simpson

F Approved; Budget Bureau No. 41-R2989.1

MONTHLY TRANSACTION NO. 2-64	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 2-16-68	COUNTY Malheur PROJECT NO. S-23-108(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Malheur River (Halliday) Bridge on FAS 23-108

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-3-68	0.039
OTHER *(Specify)*		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT $ 92,598	FEDERAL FUNDS $ 58,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Klaboe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

Date executed by Division Engineer February 16, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal Aid
Project No. S-23-108(1)

MALHEUR RIVER (HALLIDAY) BRIDGE ON
FAS-23-108 IN MALHEUR COUNTY

Project agreement estimate.

Salem, Oregon, February 2, 1968

Type Code X081
Bridge No. 9815 (Sta. 295+30.5 to Sta. 297+35.5)(Contract No. 7121)

Remove Old Bridge Substructure	All Required		$ 2,500.00
Shoring, Cribbing, Etc.	All Required		1,500.00
Structural Excavation	170 cu.yd.	$ 6.00	1,020.00
Structural Excavation Below Elevation Shown	20 cu.yd.	1.00	20.00
Furnish 10 BP 42 Steel Piling	1,600 lin.ft.	4.40	7,040.00
Drive Steel Piles	40 only	75.00	3,000.00
Splice Steel Piles	10 only	60.00	600.00
Class "A" Concrete (328 cu.yd. @ $85.00)	All Required		22,000.00
50'-55" Type 3 Prestressed Beams	4 only	1,600.00	6,400.00
60'-65' Type 3 Prestressed Beams	4 only	1,850.00	7,400.00
90'-95' Type 3 Prestressed Beams	6 only	2,750.00	16,500.00
Reinforcement (43,600 lb. @ $0.14)	All Required		8,000.00
Three Tube Steel Railing	410 lin.ft.	20.00	8,200.00
	Subtotal		$84,180.00
	10% Engr. & Cont.		8,418.00
	Total		$92,598.00

Length of Structure - - - 0.039 Mile

Federal Funds -	$58,800.00
State Funds -	16,899.00
County Funds -	16,899.00
Total	$92,598.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
AUG 29 1968

FOR [illegible]

5-23-108(1)

7121

August 29, 1968

St. Paul Fire and Marine Ins. Company
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7121 awarded to Stach Construction Co., Inc., for construction of the Malheur River (Halliday) Bridge on FAS 23-108 in Malheur County was completed on July 3, 1968, and accepted by the Highway Commission on August 28, 1968.

Final payment in the amount of $2,785.50 will be released to the contractor after September 6, 1968. The total contract amount is $93,459.61 including $409.69 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Oakridge Insurance Agency, Inc.
P. O. Box 406
Oakridge, Oregon 97463

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 29 1968

C

S-23-108(1)

7121

August 28, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 3, 1968, on Contract No. 7121. The contract was with Stach Construction Company, Inc., and was for construction of the Malheur River (Halliday) bridge on FAS 23-108 in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 28, 1968, and that you concur in this procedure at the Commission meeting on October 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
A. F. Parson

srb fn

Mr. Norman L. Oliva
Ass't Resident Bridge Engineer
Oregon State Highway Dept.
Ontario, Oregon

We the County Court of Malheur County have inspected the Malheur River (Halliday) Bridge, Contract No. 7121, Highway FAS 23-108 and recommend that the project be accepted.

Very truly yours,

7/31/68
Date

Ellis A. White
County Judge

James Fischer
County Commissioner

E W Maag
County Commissioner

cc: Mr. A.F. Parson
Mr. I.D. Merchant

RECEIVED
JUN 29 1970
ENGINEER
COUNTY & CITY DIVISION

S-23-108(1)
7121
C

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Malheur River (Halliday) Bridge
WEEK ENDING: July 6, 1968
SECTION PREFIX: 523-1015
HIGHWAY: FAS 23-108
COUNTY: Malheur
NAME OF JOB: Halliday Bridge
KIND OF WORK: Structure
CONTRACTOR: Stach Construction Co., Inc.
CONTRACT NUMBER: 7121
FEDERAL AID PROJECT NUMBER: S-23-108-(1)
DATE OF CONTRACT: January 31, 1968
DATE WORK STARTED: February 29, 1968
ESTIMATED COMPLETION DATE: August 11, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 180
CALENDAR DAYS USED: 145
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 81%
PROJECT AUTHORIZATION: $ 96,386.10
EXCLUSIVE OF ENGINEERING: $ 87,968.10
ENGINEERING AUTHORIZATION: $ 8,418.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 86,922.10
ENGINEERING COST TO DATE: $ 6,320.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED PERCENT: OVERRUN UNDERRUN 1.2 %
PERCENT OF AUTHORIZATION: 75 %
DATE PROJECT WAS COMPLETED: July 3, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	15568A							
PERCENT	99%							

	WEATHER	Cal. ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
June SUNDAY 30	Fair	1		
July MONDAY 1	Clear & Hot	1		
TUESDAY 2	Clear & Hot	1		
WEDNESDAY 3	Clear & Hot	1		
THURSDAY 4	Clear & Hot	1		
FRIDAY 5	Clear & Hot	1		
SATURDAY 6		1		

Routing
Decker
Bond
Barbee
Walker
Clapp
RECEIVED
CONSTRUCTION
DIVISION
Litchfield
Olson

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

June SUNDAY 30	No Activity
July MONDAY 1	Span 2: Painting left overhang. Span 3: Patched & painted left overhang. Bent 4: Grinding deck at armored corner.
TUESDAY 2	Span 3: Grinding deck.
WEDNESDAY 3	Span 3: Patching deck, cleaning up.
THURSDAY 4	No Activity.
FRIDAY 5	No Activity.
SATURDAY 6	No Activity.

REMARKS

Status of Work:
Structure complete. Ready for final inspection.

Next Week:
Cleanup.

SIGNED Robert C. Pool
By: [illegible] White
LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
FEB 20 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

S-23-108(1)
7121

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 19, 1968

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7121 for construction of the Malheur River (Halliday) Bridge on FAS 23-108 in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Oakridge Insurance Agency, Inc.
P. O. Box 406
Oakridge, Oregon 97463

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94093

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	CC [illegible]		[illegible]-1[illegible]-[illegible]7

NOTED
H. S. COX

[illegible] County
Court[illegible]
Vale, [illegible] [illegible]7918

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: [illegible] County Court			19300
Advance Deposit			19,[illegible].00
Partial transfer of advance deposit for the Malheur River ([illegible]alliday) Bridge Section, [illegible] 73-108 covered by agreement dated July [illegible], 1967.			13,[illegible].00
To be retained			~~[illegible],000.00~~
	per [illegible]	Div →	6,300.00

RECEIVED
FEB - 7 1968
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF [illegible] REQUEST

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
[illegible]. B. Arensmeier

NOTED
HAROLD REYNOLDSON

Fred Hill, Member
Helix

NOTED
H. S. COX

January 26, 1968

Malheur County Court
P.O. Box 130
Vale, Oregon 97918

Gentlemen:

On January 25, 1968, a satisfactory bid was received from Stech Construction Company, Inc., Grants Pass, Oregon, for constructing the Malheur River (Halliday) Bridge Section of FAS 23-108. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$84,180.00
14-1/2% Engineering & Contingencies	12,206.10
Estimated Total Cost	$96,386.10

County Advance Deposit:
20% of $96,386.10 = $19,277.22 or say $19,300

Please make this advance deposit in the amount of $19,300 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

HR

Harold Reynoldson
Planning Engineer

HR:cb

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED ✓
DON HARWELL

5-23-108(1)

7121

January 31, 1968

Beach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Gentlemen:

The State Highway Commission on January 30 accepted your proposal for construction of the Malheur River (Halliday) Bridge on FAS 23-108 in Malheur County for the sum of $84,180 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Malheur County is received and the sum of $19,300 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7121. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 13, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
A. F. Parson   L. H. Young
Robert Pool   I. D. Merchant
Frank Morgan   C. D. Matthis (SIAC)

RECEIVED
JAN 16 1968

S-23-108(1)

7121

January 15, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3466

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention: Mr. Robert L. Morcom
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Halliday Bridge over the Malheur River on the Foothill Drive Road.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed copy)

FAS 23-108
Malheur Co

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

1-10-68

Attention: County and City Division

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 23-108

Project Name Malheur River (Halliday) Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Vale, Oregon, this 10th day of January, 1968.

Malheur County

Ellis A. White
Judge

Jack A. Fischer
Commissioner

E W Maag
Commissioner

RECEIVED
JAN 11 1968
ENGINEER
COUNTY & CITY DIVISION

Copy to:- Duane Ridings
John Oaks
Ivan Merchant
Owen Turner.
A.F. Parson

(11/29/66)

NOTED
R. H. PRANGE

(12-7-66 150)

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED JAN 8 - 1968

S-23-108(1)

7121

1-3-68

NOTED

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	Oregon
DATE	1/3/68
BY (Signature)	Mr. Chase's Dec. 26, 1967 letter
TITLE	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 984 THRU 988

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
984	S-564(1) * 7115	0.550	218,000	130,800	Broadbent (S. Fk. Coquille Riv.) Bridge
985	S-320(4) 7117	0.016	51,000	30,600	COI Canal (Ward Road) Bridge
986	S-321(3) * 7117	0.010	34,000	20,400	COI Canal (Gosney Road) Bridge
987	S-23-108(1) 7121	0.039	135,000	81,000	Halliday (Malheur R.) Bridge
988	S-494(4) 7119	5.590	210,000	126,000	Fly Lake - Grandview School Section
			$648,000	$388,800	

EMARKS (Division)

* Items 984 and 986 are classified as Safety Improvement projects.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1/3/68	A. W. Parsons, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

3

-23-10M(1)
7121

6

[illegible]

[illegible]

[illegible]

[illegible]

For R W Chase

Redact

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PRO
(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. approx. 5.8 mi. N.E. of Vale 21 65	ADT	PRESENT 210	FUTURE 300 (66) (70)	YEAR 87 (71) (72	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* One RCDG Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) · PL. AUTH Y (74) (75
CARD 4	CLASS OF FEDERAL FUNDS Secondary					COUNTY NAME	
	NAME OF URBAN AREA 17-31					ROUTE NO. S	FEDERAL-AID 23-108

ESTIMATED PROJECT COS

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-16)	(15	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. approx. 5.8 mi. N.E. of Vale			
5					**ROW**		[Halliday (Malheur R.) Bridge] #1121			
5					**CONST** (CODE)			0.039	135,000	81,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.039	135,000	81,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ale (65)	**ADT**	PRESENT 210 (66)	FUTURE 300 (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 987 (14) (18)

TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) S- (14) (23)	NUMBER 23-108 (7)	SEQ. NO. (1) (13)	I Projects Only POST MI. (24) (26)	DESIG. (27)

COUNTY NAME: Malheur — CODE: 045 (14) (16)

ROUTE NO. S — FEDERAL-AID: 23-108 (32) — STATE: Co. Rd. (36) — U.S. (37) (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
5.8 mi.						One RCDG bridge, length 205', HC 28'. (County to construct approaches)
r R.)						
	0.039	135,000	81,000	27,000	27,000 (Co.)	ROW - 60' Min.; Access Control - None Parking Restrictions - None
JECT TALS	0.039	135,000	81,000	27,000	27,000 (Co.)	
		(16) (23)	(24) (33)			

REMARKS
Relocation Assistance - None involved.
Additional Data: Item 604, Project S-397(3).
Note: Malheur County FAS route was renumbered and system action approved on said numbers. This route was formerly FAS 825

USCOMM DUSCOMM-DC 48908-P61

HALLIDAY (MALHEUR RIVER) BRIDGE

PROJECT S-23-108(1)

EXISTING FACILITIES: Existing structure consists of one-109.5' steel thru truss and one-60' steel pony truss, with wood deck, constructed in 1902, of light weight steel. HC 13'.

ADJACENT SECTIONS:
NORTH END: 20' oil mat with 2' gravel shoulders

SOUTH END: Same as north end.

PROJECT DATA: Construct a reinforced concrete bridge 205 feet long with 28' HC, on improved alignment, no sidewalks, County to remove the members of the existing bridge. Contractor to remove piers of the existing bridge. County to construct the connections and approaches. Road will be closed during construction. Detour County responsibility.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See 397(3), see note on front of PR-1 in Remarks.

December 22, 1967
(date)

RECEIVED
DEC 27 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

RECEIVED
AT M.
DEC 26 1967
MALHEUR COUNTY

Malheur County Court
Courthouse
Vale, Oregon

Attenton: Hon. Ellis A. White, County Judge

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

- -

Highway FAS 23-108

Section Malheur River (Halliday) Bridge: Proj. S-23-~~109~~ 108(1)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

Malheur County Court

Dec. 26, 1967
(date)

By Ellis A. White County Judge

By ____________________
Commissioner

By ____________________
Commissioner

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Copy to L H Young
Attention Duane Ridings

NOTED
MAINOR C. HOLMES

NOTED
P. B. Aransmeier

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
WAYNE E. PHILLIPS, BAKER
GEORGE L. HIBBARD, OREGON CITY

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

RECEIVED
DEC 23 1967

5-23-108(1)

7121

Routing
Becker
Bond
Barbee
Walker
Glenn
Swan
Poese
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 2_ 1967
CONSTRUCTION
DIVISION

December 22, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of December 14, 1967 which enclosed the plan title sheets for the following projects.

1. Malheur River (Halliday) Bridge, FAS 23-108, Malheur County
2. Fremont Bridge (Pier Construction), Stadium Freeway, Multnomah County
3. C.O.I. Canal Bridges, FAS 691 and 692, Deschutes County
4. South Fork Coquille River (Broadbent) Bridge, FAS 804, Coos County

These projects are all approved, as there should be no effect on wildlife resources. Regarding the South Fork Coquille Bridge, any work in or adjacent to the stream, which may cause siltation, should be completed in the period from June 1 to November 1.

We appreciate the opportunity to offer recommendations on these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK:ln
cc: Director, OFC

12-26-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
A.E. Johnson (2)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)

fw

NOTED
H. S. COX

MEMO TO R. N. CHASE Date December 20, 1967

FAS 23-108, Malheur COUNTY: Halliday (Malheur River) Bridge SECTION

TERMINI: 5.76 miles northeast of junction with FAP-5 in the City of Vale.

PROPOSED WORK: Structure

PROJECT LENGTH: 0.039 mile ~~xxxxxx~~ (205')

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$135,000	$81,000	$27,000	$27,000	

EXISTING FACILITIES: Existing structure consists of one-109.5' steel thru truss and one-60' steel pony truss, with wood deck, constructed in 1902, of light weight steel. H C 13'

ADJACENT SECTIONS:
NORTH/~~xxxx~~ END: 20' oil mat with 2' gravel shoulders

SOUTH/~~xxxx~~ END: Same as north ~~xx~~ end.

PROJECT DATA: Construct a ~~xxxx~~ reinforced concrete bridge 205 feet long with 28' H C, on improved alignment, no sidewalks, County to remove the members of the ~~xxx~~ existing bridge. Contractor to remove piers of the ~~xxxxxx~~ existing bridge. County to construct the connections and approaches. Road will be closed during construction. Detour County responsibility.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

NOTED
HAROLD
REYNOLDSON

SYSTEM ACTION completed
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See 397(3)
5

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

RECEIVED
DEC 26 1967

COMMISSIONERS
EDW. G. HUFFSCHMIDT, CHAIRMAN, PORTLAND
LEONARD N. HALL, CHARLESTON
MCKEE A. SMITH, SCAPPOOSE

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

5-23-108(1)

7121

12-22-67

REFERRED TO
Morgan Young
By Asst State Hwy. Engr.
Merchant

Klaboe

Bridge #
15568A

December 20, 1967

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

We have reviewed the following projects transmitted to us on December 14.

Malheur River (Halliday) Bridge Section, FAS 23-108,
Malheur County

Freemont Bridge (Pier Construction), Stadium Freeway,
Multnomah County

C.O.I. Canal Bridges, FAS 691 and 692, Deschutes County

South Fork Coquille River (Broadbent) Bridge, FAS 804,
Coos County

The Malheur River and C.O.I. Canal jobs will not conflict with the anadromous fishery.

The two remaining projects have piers located above the low water stage, thus we anticipate this work will be completed out of the water area with the result of no fishery problems.

The projects are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

NOTED
F. B. KLABOE

RECEIVED
DEC 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1967

SUBJECT: Malheur River-Halliday Bridge
Malheur River-Halliday Bridge Section
Foothill Drive County Road FAS-23-108
Malheur County
Bridge No. 15568

To: Mr. Si Cox
County and City Engineer
County and City Division

Building

Attached are 3 prints of Drawing No. 23572, which is the preliminary plan and elevation for the subject structure. This structure has been drawn showing a 28-foot clear roadway between handrails, which we estimate to cost $134,000, which includes contingencies and engineering. As you know, it is recommended that the minimum roadway should be 32 feet, which in this case would cost $144,000 with contingencies and engineering.

We are sending these prints to you in order that you might transmit 2 copies to the County Court asking for approval and at the time calling their attention to the recommended 32-foot roadway. The third copy is for your files. At the time you send these prints to the County will you please request that they return one print with their approval noted thereon, with a statement as to the width of roadway they desire.

Theo. C. Roake

Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: L. L. Wallace

RECEIVED
DEC 12 1967
ENGINEER
COUNTY & CITY DIVISION

Fred W. Hill, Member
Helix

September 19, 1967

Honorable Ellis A. White
Malheur County Judge
Courthouse
Vale, Oregon 97918

Halliday Bridge
FAS 23-106
Malheur County

Dear Sir:

Pursuant to our telephone conversation Friday, September 15, 1967, I am sending you a copy of Figure 2-4, Page 70, from our Technical Bulletin #19, and a print of drawing #23171 for your reference in preparing the vicinity map to the proposed Halliday Bridge. Since we have insufficient personnel to make a survey and a vicinity map of the proposed structure we appreciate the County's willingness to do this work. If any questions should arise please feel free to contact Mr. Robert Peel, our resident bridge engineer in Ontario.

Very truly yours,

W. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

cc: F. B. Morgan
A. F. Parson
Ivan Merchant
Don Gifford

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

✓

MALHEUR COUNTY
PROPOSED PROJECT (1968 Funds)

✓ FAS 23-108, Foothill Drive County Road: Halliday Bridge over Malheur River, structure, $90,000.

Construct a prestressed concrete bridge 28' in width. Since road can be closed during construction, no detour is necessary. County will construct approaches and connections to new structure. No sidewalks. County to retain old bridge after removal by contractor. Right-of-way acquired by County.

IWAY COMMISSION
APPROVED ON JUL 24 1967

67-e
6/27/67

NOTED
H. S. COX

June 30, 1967

Hon. Ellis A. White
Malheur County Judge
Courthouse
Vale, Oregon

FAS 23-106, Bully Creek
FAS 23-108, Halliday Bridge

Dear Judge White:

We acknowledge receipt of two letters, one pertaining to Bully Creek and one to Halliday Bridge.

The letter regarding the bridge has been attached to your request form and both sent to our bridge division. Request for this bridge will go before the Highway Commission for approval July 24, 1967. A copy of this letter is also being forwarded to Scott Coulter in La Grande so that he may be alerted to an upcoming survey for vicinity map.

Regarding Bully Creek, Scott has already directed use of the bridge over Bully Creek Reservoir Canal and I am sure the cheapest method to bridge the siphon will be utilized. I have personally contacted Mr. Klaboe and he has approved changing the width of the Bully Creek Road to a total top width of 28 feet. This will mean a reduction of 4 feet in width from the original request and should reflect not only a change in cost but also in necessary right-of-way. Your request that this road be changed to an "F" class cannot be done due to A.D.T. Your attention is directed to our standards (copies enclosed). Please note that absolute minimum width is 20-foot travel way with 4-foot shoulders, for a total top width of 28 feet. A class "E" road encompasses those roads with an A.D.T. of 30 to 400. Also please note that shoulders are to be oiled. I have forgotten whether you got a copy of the standards while I was there so a couple of sets are enclosed with the critical areas underlined.

Very truly yours,

NOTED
P. B. Arensmeier

H. S. Cox
County and City Division Engineer

HSC:mm
Encl.

cc: H. S. Coulter

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWEI

Safety Dr

BRIDGE PROJECT REQUESTED BY Malheur COUNTY Date 6/21/67.

RECEIVED
JUN 26 1967
ENGINEER
COUNTY & CITY DIVISION

Is this to be a County project? Yes [✓ No]
Is this to be an FAS-C project? [✓ Yes] No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

FAS 23-108 ?

1. County Road Name F.A.S. 825 Foothill Drive

   FAS Number ~~825~~ 23-108

2. Name of river or stream Malheur

3. Name of bridge Halliday

4. Location (Please attach map with location marked): Red Dot

   ~~Box~~
   Section 18 Township 18 South Range 46. W.M.

5. Desired width of bridge (Width of traveled way on FAS structures shall be 32' unless specified otherwise by County): 28'

6. Are sidewalks desired? Yes [✓ No]

7. Width of sidewalks

8. Is sidewalk desired on upstream side of bridge? Yes No

9. Is sidewalk desired on downstream side of bridge? Yes No

10. Does County wish a particular type of bridge design? Yes No

    If "Yes," explain type desired: Most economical to serve purpose, prestressed concrete

11. Will County furnish any materials for bridge? Yes No

    Explain:

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? [✓ Yes] No

~~Via phone~~ ~~Judge White~~ 7-3-67

13. Will County run survey and furnish vicinity map? ~~X~~ Yes [✓ No]

14. Will County furnish foundation data? Yes [✓ No]

County did survey and vicinity map

(ccr-61-a, Rev. 1966)

*15. Does County wish State Highway Department to make foundation tests at County expense? [✓ Yes] __No

16. Can road be closed during construction? [✓ Yes] __No

17. Will detour be required? __Yes [✓ No]

18. Will detour be constructed and maintained by County? __Yes __No

19. Will detour be constructed and maintained by contractor? __Yes __No

20. Will County construct approaches or connections? [✓ Yes] ~~X~~No ← Via Phone 7-3-11 Judge White

21. Will contractor construct approaches or connections under contract?

~~X~~Yes __No

22. State width of traveled roadway: 20' oil Width of shoulders: 2'

23. Will additional right-of-way be required? __Yes [✓ No]
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? __Yes __No

26. Will old bridge remain in place? __Yes [✓ No]

27. Will old bridge be removed by contractor? [✓ Yes] __No

28. Will old bridge be removed by County? __Yes __No

29. Does County wish old bridge salvaged for future use? [✓ Yes] __No
only for steel.

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

__Yes __No

31. Does County wish State Highway Department to advertise and accept bids?

[✓ Yes] __No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? __Yes [✓ No]

33. Does County wish complete job of illumination in project? __Yes __No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: __Yes _X_No Size________

(b) Sanitary sewer mains: __Yes _X_No Size________

(c) Storm sewer: __Yes _X_No Size________

(d) Gas mains: __Yes _X_No Size________

(e) Power lines: __Yes _X_No

(f) Telephone lines: __Yes _X_No

(g) Other utilities? none

35. What is desired date for letting? As early as approved

Remarks Fall and early winter the Malheur River reaches its lowest point, which time is advantageous to Contractor and economy.

By Ellis A. White
County Judge or Comm. Chairman

By Jack [illegible]
County Commissioner

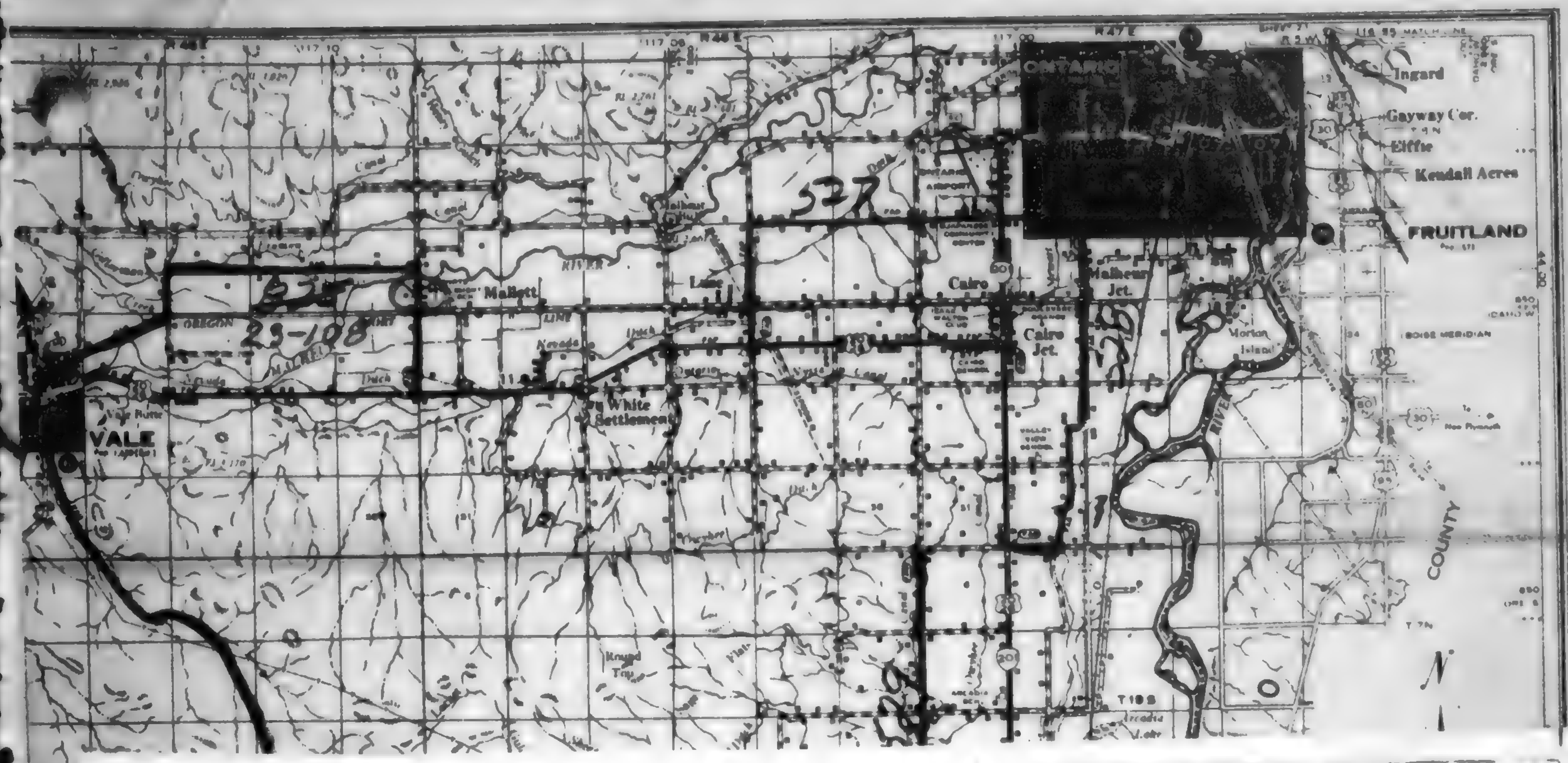
By________________
County Commissioner

____
County Engineer or Roadmaster

COUNTY________________

Date________________

cr-61-a, Rev. 1966)

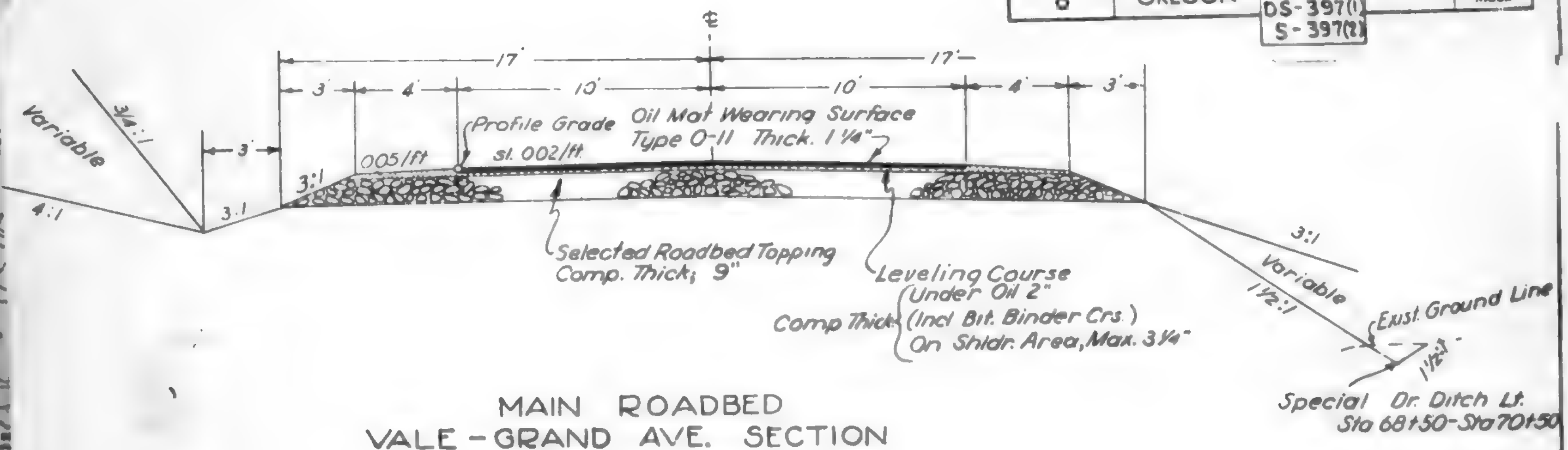


TYPICAL SECTION

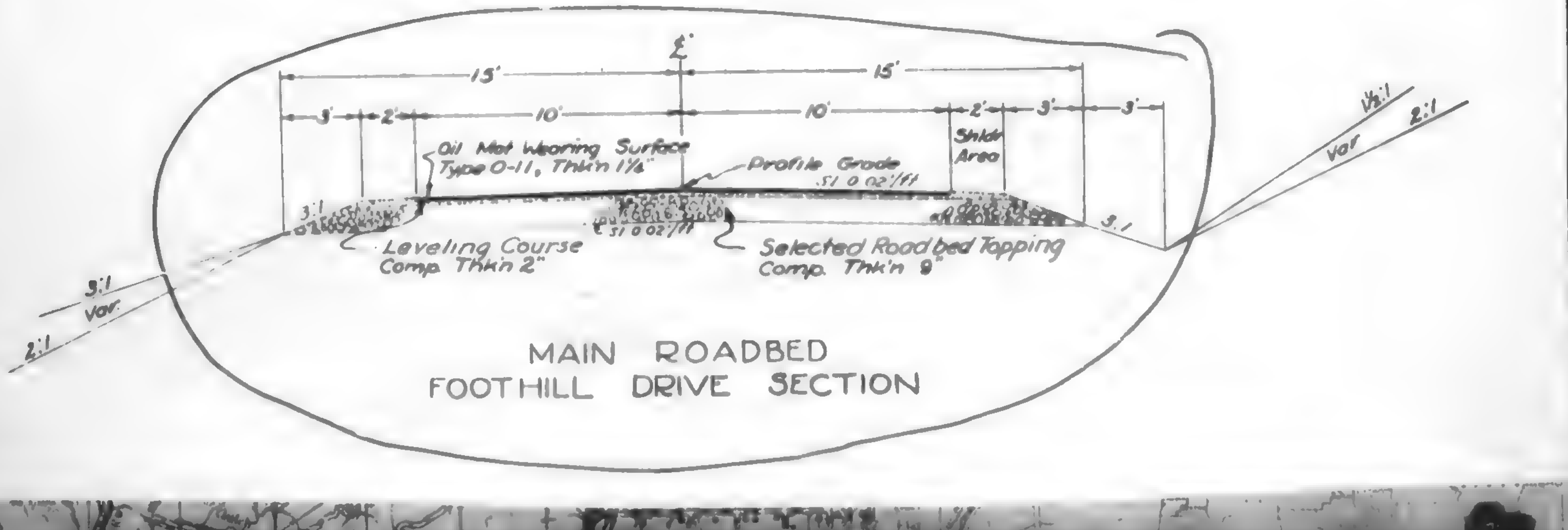
VALE UNIT, VALE-GRA[illegible]
W. UNIT, FOOTHILLS DRIVE SEC.
LYTLE BOULEVARD
FOOTHILLS DRIVE
MALHEUR COUNTY

Sheet No. 2

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-21(6) DS-397(1) S-397(2)		See Index



MAIN ROADBED
VALE-GRAND AVE. SECTION



MAIN ROADBED
FOOTHILL DRIVE SECTION

R L Dorn

NOTED
Harold C. Ayers

Salem, Oregon
April 16, 1957

Tentative FAS Project
FAS 825, Malheur County

Mr. P. M. Stephenson
OFFICE

NOTED
John F. Hagemann

Malheur County is contemplating the possible use of a span from the old Snake River Bridge at Nyssa, which is presently being replaced, for erection across the Malheur River on the Foothills County Road, FAS 825, east of Vale. If such a project appears desirable the county will request this be performed as an FAS project.

It would be appreciated if you would have someone investigate this matter and furnish the following information to this office:

1. H-rating for two-way traffic of old steel span from Snake River Bridge at Nyssa if same were erected on county bridge site. No change in roadway width of 19'-1" would be made.

2. Estimated cost for this work as compared to a new reinforced concrete structure with 24' roadway.

There is no immediate need for this information and it was our thought the matter could be investigated when someone from your division was in the area on some other matter.

A map showing the location of the county road bridge site is attached.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

The County of Malheur

VALE, OREGON

NOTED
H. S. COX

March 15, 1967

Hal - Bob

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Si:

We are enclosing herewith application forms for four (4) bridges scheduled for completion as follows:

Westfall Bridge - August, 1967
Holliday Bridge - Spring of 1968
Harper Bridge - Spring of 1969
Butte Bridge - Spring of 1970

Please note that under "remarks" on the Westfall Bridge application, we are requesting approval to engage Ready To Pour Concrete - P.O.Box 1221 - Idaho Falls, Idaho 83401, as designers for the bridge. LaGrande P. Marchant, P.E. Oregon #5556, is the Technical Advisor, design fee to be included in the total cost of the project and paid from participating funds of County, State and BPR.

Should you have technical questions, please communicate with me and send a copy to Mr. Marchant.

We would appreciate your early reply and any suggestions you may have which would assist us in the construction of these bridges would be appreciated.

Sincerely,

MALHEUR COUNTY

Ellis A. White

Ellis A. White
Malheur County Judge

RECEIVED
MAR 17 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

F-U-318(11) Vista Ridge W. Bound Tunnel 1968
Sec., Sunset Hwy., in Portland. (Grad.,
#7122 Pav., struc., tunnel & illum.) #2

C4A 3548

C4A 3715

FORM 2-30

#7122

F-U-31?/11

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

RECEIVED
[illegible]
LEGAL

DATE December 11, 1973

TO MEMO TO THE FILES

To Central Files

FROM TED INLOES
Metropolitan Office Engineer

NOTED
JACK L. SOLLIS

SUBJECT Hilda Baar vs. Drake-Winston

On December 6, 1973 a representative of Attorney Charles Merton requested coping contract file correspondence relating to the Vista Ridge Tunnel projects, a copy of which is attached.

There have been other correspondence copied previously of which I have no record. Permission to copy these files was received by phone from John McCulls of the Legal Section.

pb

Attachment

METROPOLITAN ENGINEER
RECEIVED
DEC 11 1973
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MOE ☑ MTE

cc Sollis
w/list

Contract No. 7122
Vista Ridge Westbound Tunnel

1. TO: N. R. Drulard
FROM: A. V. Benedict
DATE: March 20, 1969

2. TO: A. E. Johnson
RE: Subcontract #10
DATE: 11/6/68
4 copies

3. TO: Memo To The Files
FROM: A. E. JOHNSON
DATE" 4/12/68

4. TO: Drulard
FROM Benedict
DATE: 4/5/68

5. TO: A. E. Johnson
FROM: Ikola
DATE: 3/21/68

6. TO: OSHD
ATTEN: A. E. Johnson
FROM: Drulard
DATE: 3/21/68

Contract 6346

7. Contract pgs. 5 & 6
1 copy each

8. cc: Klaboe
TO: Talbot (Corps of Engrs.)
FROM: Ivan Merchant
DATE: 12/11/64

9. TO: J. Lawrence (Shearin & Stampin)
FROM: Benedict
DATE: 1/9/64

Contract 6346 (cont.)

10. TO: Crandall
FROM: Klaboe
DATE: 10/9/63

Contract 7122

11. TO: Versteeg
FROM: Harry Oswald
DATE: 3/19/70

PLANS
Westbound Vista Ridge Tunnel

12. Dwg. # 20478
Foundation Data
Br. #9392
SW 18th Avenue Undercrossing
(2) copies

13. Dwg. # 23536
Foundation Data
Br. # 91033
(2) copies

14. Dwg. # 23537
Foundation Data
Br. #9103B
(2) copies

15. Dwg. 23538
Foundation Data
Br. #9103B

PLANS
Eastbound Vista Ridge Tunnel

16. Dwg. 20809
    Foundation Data
    Br. 9103
    (2) copies

17. Dwg. 20810
    Foundation Data
    Br. 9103
    (2) copies

18. Dwg. 20811
    Foundation Data
    Br. 9103
    (2) copies

19. Dwg. 20812
    Foundation Data
    Br. 9103
    (2) copies

20. Dwg. 20813
    Foundation Data
    Br. 9103
    (2) Copies

21. Dwg. 20561
    Sunset Hwy. Overcrossing
    Foundation Data
    Br. 9391
    (2) copies

STATE COPY

Monthly transaction number 11-94	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	te Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 2	(PPM 21-7) 11-22-71	Project number FU-318 (11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 16 , 19 69 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	P 2,205,000.00 $ U 1,919,500.00	2,202,989.77 $ 1,922,305.26
Federal funds	P 1,400,000.00 $ U 1,219,000.00	1,400,000.00 $ 1,221,624.99
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of November , 19 71 .

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Oregon State Highway Division
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________ (Division Engineer)

R. E. Simpson

By ______________________

____
(Title)

By ______________________

____
(Title)

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

STATE COPY

Monthly transaction number 7-49	FO PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 6 b	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-25-69	County Multnomah
Modification number 1		Project number F-U-318(11) U-F-318(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 4, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,120,531	$ 4,124,500
Federal funds	$ 2,615,000.00	$ 2,619,000.00
Other revisions		

This modification is made for the following reasons:

To include items previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. Green
(Division Engineer)

For: R. E. Simpson

USCOMM-DC 26364-P65

Oregon State Highway Division

Federal-Aid
Project No. F-U-318(11)

VISTA RIDGE W. BD. TUNNEL SECTION OF THE SUNSET HIGHWAY IN MULTNOMAH COUNTY

Revised project agreement estimate to include items previously retained in program status.

Salem, Oregon, July 16, 1969

Type Code 7221
Roadway (Sta. "SC" 22+50 to Sta. "TWB" 26+45)(Sta. "TWB" 26+90 to Sta. "TWB" 29+61)
(Sta. "TWB" 40+09 to Sta. 48+00) (Contract No. 7122)

Clearing and Grubbing	All	Required		$ 250,000.00
Removal of Pavement	680	sq.yd.	2.80	1,904.00
Breaking P.C.C. Pavement	1,300	sq.yd.	3.25	4,225.00
General Excavation, Unclassified	7,300	cu.yd.	3.76	27,448.00
Finishing Roadbed and Slopes	All	Required		10,627.00
Special Bedding Material	630	cu.yd.	7.00	4,410.00
Trench Excavation	2,360	cu.yd.	6.00	14,160.00
Special Backfill in Drains	150	cu.yd.	7.00	1,050.00
Furnishing and Placing Topsoil	4,500	cu.yd.	4.21	18,945.00
Watering	100	M-gal.	2.00	200.00
Pavement Replacement	60	lin.ft.	4.00	240.00
3/4"-0 Material in Base	3,040	ton	2.85	8,664.00
Plant-Mix Stone Base	28,200	ton	2.75	77,550.00
Bituminous Base Mixture	6,200	ton	5.10	31,620.00
Asphalt in Bituminous Base Mixture	280	ton	28.00	7,840.00
3/4"-0 Aggregate in Prime Coat	140	cu.yd.	6.00	840.00
RC-250 Asphalt in Prime Coat	22	ton	75.00	1,650.00
Class "B" Asphalt Concrete	4,300	ton	6.80	29,240.00
8-inch Continuously Reinforced Concrete Pavement	13,000	sq.yd.	6.50	84,500.00
8-inch Storm Sewer Pipe	210	lin.ft.	3.00	630.00
12-inch Storm Sewer Pipe	5,200	lin.ft.	4.00	20,800.00
15-inch Storm Sewer Pipe	50	lin.ft.	4.50	225.00
18-inch Storm Sewer Pipe	740	lin.ft.	5.00	3,700.00
36-inch Sanitary Sewer Pipe	270	lin.ft.	20.00	5,400.00
8-inch Drain Pipe	760	lin.ft.	3.00	2,280.00
10-inch Drain Pipe	2,480	lin.ft.	3.50	8,680.00
Backfilling Temporary Sewer	All	Required		10,800.00
Concrete Manholes	8	only	450.00	3,600.00
Concrete Drop Manholes	1	only	1,200.00	1,200.00
Concrete Inlets, Type "P"	2	only	90.00	180.00
Concrete Inlets, Type "G-1"	12	only	120.00	1,440.00
Concrete Inlets, Type "D"	2	only	130.00	260.00
Concrete Inlets, Type "G"	2	only	100.00	200.00
Concrete Inlets, Type "G-Mod."	110	only	95.00	10,450.00
Concrete Trash Rack	1	only	500.00	500.00
Concrete Slope Protector	1	only	250.00	250.00
Concrete Curbs	220	cu.yd.	49.90	10,978.00
Concrete Islands	66	cu.yd.	40.00	2,640.00
Concrete Driveways	10	sq.yd.	8.90	89.00

4-inch Concrete Surfacing	740 sq.yd.	5.90	4,366.00
Extra for A.C. Concrete Walks	1,700 sq.yd.	1.35	2,295.00
Extra for A.C. Ditch Concrete Lining	350 sq.yd.	1.50	525.00
Type 2 Guard Rail	330 lin.ft.	3.50	1,155.00
Type 2A Guard Rail	260 lin.ft.	4.50	1,170.00
Median Barrier	450 lin.ft.	5.30	2,385.00
Type 2 Barricade	110 lin.ft.	5.20	572.00
Salvaging Type 2 Barricade	1,150 lin.ft.	0.60	690.00
Type 2 Guard Rail - Salvaged Type 2 Barricade	1,150 linft.	2.10	2,415.00
CL-6 Chain Link Fence	1,900 lin.ft.	2.30	4,370.00

Signing

Sign Support Footings	All Required		6,443.00
Sign Bridge Structures	All Required		24,500.00
Structure Mounts	All Required		1,160.00
Sign Illumination Equipment	All Required		5,030.00
Painted Wood Sign Posts	All Required		800.00
Type "A" Signs in Place	887 sq.ft.	6.00	5,322.00
Type "C & D" Signs in Place	52 sq.ft.	4.00	208.00
Type "F & G" Signs in Place	41 sq.ft.	4.00	164.00
Type "P" Signs in Place	50 sq.ft.	5.50	275.00

Roadway Illumination

Roadway Illumination Installation, Complete	All Required		25,217.00
			$ 748,477.00
Flagging (60% of contractor's cost)	All Required		$ 2,000.00
	Subtotal		$ 750,477.00
	10% Engr. & Cont.		75,047.00
	Total		$ 825,524.00

Type Code X223
18th Ave. O-Xing ("TWB" Sta. 26+45 to Sta. 26+90) (Contract No. 7122)

Shoring, Cribbing, etc.	All Required		$ 110,000.00
Structural Excavation	5,500 cu.yd.	2.00	11,000.00
Special Bedding Material	460 cu.yd.	6.00	2,760.00
Class "A" Concrete in 18th Ave. O-Xing (1,590 cu.yd.)	All Required		161,000.00
Reinforcement in 18th Ave. O-Xing, (322,400 lb.)	All Required		40,000.00
3/4-inch Electrical Conduit	420 lin.ft.	1.00	420.00
1-inch Electrical Conduit	140 lin.ft.	1.15	161.00
1-1/2-inch Electrical Conduit	10 lin.ft.	3.40	34.00
18th Ave. O-Xing Illumination, Complete	All Required		2,988.00
	Subtotal		$ 328,363.00
	10% Engr. & Cont.		32,836.00
	Total		$ 361,199.00

Type Code X999

Tunnel (Sta. "TWB" 29+61 to Sta. "TWB" 40+09) (Contract No. 7122)

Tunnel Excavation, Unclassified	53,000	cu.yd.	17.00	$ 901,000.00
Class "A" Concrete in Tunnel	13,300	cu.yd.	58.00	771,400.00
Reinforcement in Tunnel	640,000	lb.	0.12	76,800.00
Structural Steel	1,270,000	lb.	0.19	241,300.00
Treated Timber Lagging	26	M-FBM	180.00	4,680.00
Ceiling Hangers	All	Required		19,590.00
Ventilation Chamber Grating & Ports	All	Required		11,250.00
4-inch Standard Steel Pipe	1,700	lin.ft.	6.00	10,200.00
3/4-inch Electrical Conduit	80	lin.ft.	4.00	320.00
1-inch Electrical Conduit	300	lin.ft.	2.63	789.00
1-1/2 inch Electrical Conduit	3,700	lin.ft.	1.46	5,402.00
3/4-inch Standard Brass Pipe	1,800	lin.ft.	1.70	3,060.00

Retaining Walls, Planter and Concrete Traffic Barrier

Trench Excavation for Walls and Planter	1,400	cu.yd.	6.50	9,100.00
Special Bedding Material	70	cu.yd.	6.00	420.00
Special Backfill for Walls	1,700	cu.yd.	5.00	8,500.00
Class "A" Concrete in Retaining Walls and Planter	460	cu.yd.	100.00	46,000.00
Reinforcement in Retaining Walls and Planter	86,000	lb.	0.12	10,320.00

Miscellaneous Work

Surface Finish Existing Concrete Surfaces	All	Required		6,285.00
Tunnel Illumination, Eastbound Tunnel	All	Required		58,676.00
Tunnel Illumination, Westbound Tunnel	All	Required		50,820.00
Ceramic Tile, Eastbound Tunnel	All	Required		187,000.00
Ceramic Tile, Westbound Tunnel	All	Required		200,000.00
Carbon Monoxide Analyzer System, Eastbound Tunnel	All	Required		13,300.00
Carbon Monoxide Analyzer System, Westbound Tunnel	All	Required		13,300.00
Concrete Gutters	3,800	lin.ft.	4.64	17,632.00
				$2,667,144.00
Seal Cracks in "OJ" Rigid Frame (Price Agr. #2)	All	Required		2,254.00
Seal Cracks in Eastbound Tunnel (Price Agr. #6)	All	Required		1,309.00
				$ 3,563.00
		Subtotal		$2,670,707.00
		10% Engr. & Cont.		267,070.00
		Total		$2,937,777.00

Length of Roadway	0.276 mile
Length of Structure (18th Ave.)	0.009 mile
Length of Tunnel	0.198 mile
Total	0.483 mile

Cost of Roadway per mile $2,991,028.99

Summary

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 825,524.00	$ 524,200.00	$ 301,324.00
Structure (18th Ave.)	361,199.00	229,340.00	131,859.00
Tunnel	2,937,777.00	1,865,460.00	1,072,317.00
Total	$4,124,500.00	$2,619,000.00	$1,505,500.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Primary	$2,205,000.00	$1,400,000.00	$ 805,000.00
Urban	1,919,500.00	1,219,000.00	700,500.00
Total	$4,124,500.00	$2,619,000.00	$1,505,500.00

State Funds for Const.: Chap 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-100%
Prefix 26-1090

VISTA RIDGE WESTBOUND TUNNEL SECTION

Project No. F-U-318(11)

State Work - Nonparticipating

Salvage Median Barrier	All Required	$1,500.00
Mulching	All Required	1,500.00
Striping (S.F.)	All Required	1,000.00
Work by Portland Water Bureau	All Required	2,500.00
Electric Power Service (State Force Order #1)	All Required	3,349.00
		$9,849.00

C

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 3-25 - Primary 3-26 - Urban	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Multnomah
		PROJECT NO. F-U 318(11) U-F 318(11)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Vista Ridge West Bound Tunnel Section of the Sunset Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	12-21-67	0.483
OTHER (Specify)		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,205,000 - Primary 1,915,581 - Urban 4,120,581	$ 1,400,000.00 - Primary 1,215,000.00 - Urban 2,615,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Jos Klabo
Assistant State Highway Engineer
(Title)

By ____________________
____
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer March 4, 1968

Federal-Aid
Oregon State Highway Department Project No. F-U-318(11)

VISTA RIDGE W. BD. TUNNEL SECTION OF THE SUNSET HIGHWAY IN MULTNOMAH COUNTY

Project agreement estimate.

Salem, Oregon, February 20, 1968

Type Code 7221
Roadway (Sta. "SC" 22+50 to Sta. "TWB" 26+45)(Sta. "TWB" 26+90 to Sta. "TWB" 29+61)
(Sta. "TWB" 40+05 to Sta. 48+00)(Contract No. 7122)

Clearing and Grubbing	All	Required		$ 250,000.00
Removal of Pavement	680	sq.yd.	$ 2.80	1,904.00
Breaking P.C.C. Pavement	1,300	sq.yd.	3.25	4,225.00
General Excavation, Unclassified	7,300	cu.yd.	3.76	27,448.00
Finishing Roadbed and Slopes	All	Required		10,627.00
Special Bedding Material	630	cu.yd.	7.00	4,410.00
Trench Excavation	2,360	cu.yd.	6.00	14,160.00
Special Backfill in Drains	150	cu.yd.	7.00	1,050.00
Furnishing and Placing Topsoil	4,500	cu.yd.	4.21	18,945.00
Watering	100	M-gal.	2.00	200.00
Pavement Replacement	60	lin.ft.	4.00	240.00
3/4" - 0 Material in Base	3,040	ton	2.85	8,664.00
Plant-Mix Stone Base	28,200	ton	2.75	77,550.00
Bituminous Base Mixture	6,200	ton	5.10	31,620.00
Asphalt in Bituminous Base Mixture	280	ton	28.00	7,840.00
3/4" - 0 Aggregate in Prime Coat	140	cu.yd.	6.00	840.00
RC-250 Asphalt in Prime Coat	22	ton	75.00	1,650.00
Class "B" Asphalt Concrete	4,300	ton	6.80	29,240.00
8-inch Continuously Reinforced Concrete Pavement	13,000	sq.yd.	6.50	84,500.00
8-inch Storm Sewer Pipe	210	lin.ft.	3.00	630.00
12-inch Storm Sewer Pipe	5,200	lin.ft.	4.00	20,800.00
15-inch Storm Sewer Pipe	50	lin.ft.	4.50	225.00
18-inch Storm Sewer Pipe	740	lin.ft.	5.00	3,700.00
36-inch Sanitary Sewer Pipe	270	lin.ft.	20.00	5,400.00
8-inch Drain Pipe	760	lin.ft.	3.00	2,280.00
10-inch Drain Pipe	2,480	lin.ft.	3.50	8,680.00
Backfilling Temporary Sewer	All	Required		10,800.00
Concrete Manholes	8	only	450.00	3,600.00
Concrete Drop Manholes	1	only	1,200.00	1,200.00
Concrete Inlets, Type "P"	2	only	90.00	180.00
Concrete Inlets, Type "G-1"	12	only	120.00	1,440.00
Concrete Inlets, Type "D"	2	only	130.00	260.00
Concrete Inlets, Type "G"	2	only	100.00	200.00
Concrete Inlets, Type "G-Mod."	110	only	95.00	10,450.00
Concrete Trash Rack	1	only	500.00	500.00
Concrete Slope Protector	1	only	250.00	250.00
Concrete Curbs	220	cu.yd.	49.90	10,978.00
Concrete Islands	66	cu.yd.	40.00	2,640.00
Concrete Driveways	10	sq.yd.	8.90	89.00
4-inch Concrete Surfacing	740	sq.yd.	5.90	4,366.00
Extra for A.C. Concrete Walks	1,700	sq.yd.	1.35	2,295.00

Extra for A.C. Concrete Ditch Lining	350 sq.yd.	$ 1.50	$ 525.00
Type 2 Guard Rail	330 lin.ft.	3.50	1,155.00
Type 2A Guard Rail	260 lin.ft.	4.50	1,170.00
Median Barrier	450 lin.ft.	5.30	2,385.00
Type 2 Barricade	110 lin.ft.	5.20	572.00
Salvaging Type 2 Barricade	1,150 lin.ft.	0.60	690.00
Type 2 Guard Rail-Salvaged Type 2 Barricade	1,150 lin.ft.	2.10	2,415.00
CL-6 Chain-Link Fence	1,900 lin.ft.	2.30	4,370.00
Signing			
Sign Support Footings	All Required		6,443.00
Sign Bridge Structures	All Required		24,500.00
Structure Mounts	All Required		1,160.00
Sign Illumination Equipment	All Required		5,030.00
Painted Wood Sign Posts	All Required		800.00
Type "A" Signs in Place	887 sq.ft.	6.00	5,322.00
Type "C" and "D" Signs in Place	52 sq.ft.	4.00	208.00
Type "F" and "G" Signs in Place	41 sq.ft.	4.00	164.00
Type "P" Signs in Place	50 sq.ft.	5.50	275.00
Roadway Illumination			
Roadway Illumination Installation, Complete	All Required		25,217.00
			$ 748,477.00
Flagging (60% of Contractor's Cost)	All Required		2,000.00
	Subtotal		$ 750,477.00
	10% Engr. & Cont.		75,047.00
	Total		$ 825,524.00

Type Code X223
18th Ave. O'xing ("TWB" Sta. 26+45 to Sta. 26+90)(Contract No. 7122)

Shoring, Cribbing, etc.	All Required		$ 110,000.00
Structural Excavation	5,500 cu.yd.	$ 2.00	11,000.00
Special Bedding Material	460 cu.yd.	6.00	2,760.00
Class "A" Concrete in 18th Ave. O'xing (1,590 cu.yd.)	All Required		161,000.00
Reinforcement in 18th Ave. O'xing (322,400 lb.)	All Required		40,000.00
3/4-inch Electrical Conduit	420 lin.ft.	1.00	420.00
1-inch Electrical Conduit	140 lin.ft.	1.15	161.00
1½-inch Electrical Conduit	10 lin.ft.	3.40	34.00
18th Ave. O'xing Illumination, Complete	All Required		2,988.00
	Subtotal		$ 328,363.00
	10% Engr. & Cont.		32,836.00
	Total		$ 361,199.00

Type Code X999
Tunnel (Sta. "TWB" 29+61 to Sta. "TWB" 40+09) (Contract No. 7122)

Tunnel Excavation, Unclassified	53,000	cu.yd.	$ 17.00	$ 901,000.00
Class "A" Concrete in Tunnel	13,300	cu.yd.	58.00	771,400.00
Reinforcement in Tunnel	640,000	lb.	0.12	76,800.00
Structural Steel	1,270,000	lb.	0.19	241,300.00
Treated Timber Lagging	26	M-FBM	180.00	4,680.00
Ceiling Hangers	All	Required		19,590.00
Ventilation Chamber Grating and Ports	All	Required		11,250.00
4-inch Standard Steel Pipe	1,700	lin.ft.	6.00	10,200.00
3/4-inch Electrical Conduit	80	lin.ft.	4.00	320.00
1-inch Electrical Conduit	300	lin.ft.	2.63	789.00
1½-inch Electrical Conduit	3,700	lin.ft.	1.46	5,402.00
3/4-inch Standard Brass Pipe	1,800	lin.ft.	1.70	3,060.00

Retaining Walls, Planter and Concrete Traffic Barrier

Trench Excavation for Walls and Planter	1,400	cu.yd.	6.50	9,100.00
Special Bedding Material	70	cu.yd.	6.00	420.00
Special Backfill for Walls	1,700	cu.yd.	5.00	8,500.00
Class "A" Concrete in Retaining Walls and Planter	460	cu.yd.	100.00	46,000.00
Reinforcement in Retaining Walls and Planter	86,000	lb.	0.12	10,320.00

Miscellaneous Work

Surface Finish Existing Concrete Surfaces	All	Required		6,285.00
Tunnel Illumination, Eastbound Tunnel	All	Required		58,676.00
Tunnel Illumination, Westbound Tunnel	All	Required		50,820.00
Ceramic Tile, Eastbound Tunnel	All	Required		187,000.00
Ceramic Tile, Westbound Tunnel	All	Required		200,000.00
Carbon Monoxide Analyser System, Eastbound Tunnel	All	Required		13,300.00
Carbon Monoxide Analyser System, Westbound Tunnel	All	Required		13,300.00
Concrete Gutters	3,800	lin.ft.	4.64	17,632.00
	Subtotal			$2,667,144.00
	10% Engr. & Cont.			266,714.00
	Total			$2,933,858.00

Length of Roadway - - - - 0.276 Mile
Length of Structure
(18th Ave.) - - - - - - 0.009 Mile
Length of Tunnel - - - - 0.198 Mile

Total 0.483 Mile
Cost of Roadway Per Mile- $2,711,873.19

Retained in Program Status

Seal Cracks in Eastbound Tunnel	All Required	$ 4,000.00
Electric Power Service	All Required	3,500.00
Temporary Signing	All Required	3,500.00
	Subtotal	$ 11,000.00
	10% Engr. & Cont.	1,100.00
	Total	$ 12,100.00

SUMMARY

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 825,524.00	$ 524,000.00	$ 301,524.00
Structure (18th Ave.)	361,199.00	229,000.00	132,199.00
Tunnel	2,933,858.00	1,862,000.00	1,071,858.00
Subtotal	$4,120,581.00	$2,615,000.00	$1,505,581.00
Retained in Program	$ 12,100.00	$ 7,000.00	$ 5,100.00
Total	$4,132,681.00	$2,622,000.00	$1,510,681.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Primary	$2,205,000.00	$1,400,000.00	$ 805,000.00
Urban	1,915,581.00	1,215,000.00	700,581.00
Subtotal	$4,120,581.00	$2,615,000.00	$1,505,581.00
Retained in Urban Program	12,100.00	7,000.00	5,100.00
Total	$4,132,681.00	$2,622,000.00	$1,510,681.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 26-1090

VISTA RIDGE WESTBOUND TUNNEL SECTION

PROJECT NO. F-U-318(11)

STATE WORK - NONPARTICIPATING

Salvage Median Barrier	All Required	$1,500.00
Mulching	All Required	1,500.00
Striping (S.F.)	All Required	1,000.00
Work by Portland Water Bureau	All Required	2,500.00
		$6,500.00

RECEIVED
JUN 1 1971
FOR FILING

STATE HIGHWAY COMMISSION MEETING

Delegation Walter J. Widmer, Portland, and others, re claims for reimbursement of damages incurred to their homes because of blasting in Vista Ridge Tunnels

Date May 4, 1971

Time 10 a.m.

F-U-318(11)

7122

Name	City or Town	Capacity
Walter Widmer	Portland	
Dr. Penn Crum ✓	"	1853 [illegible]
Mrs. Hilda Baar ✓	"	1853 - SW upper Hall St.
Mrs. Jean Stalker	"	
Mahlcom Carter	"	

NOTED
FLOYD QUERY

10 a.m

April 6, 1971

Mr. Walter J. Widmer
1730 S. W. West Point Court
Portland, Oregon 97201

Dear Mr. Widmer:

This will confirm your request you made yesterday for an appearance before the State Highway Commission at its next meeting which is scheduled for Tuesday, May 4, 1971, in Room 122 of the State Highway Building in Salem. We have reserved for your delegation the usual allocation of 15 minutes of time beginning at 10 a.m.

It is my understanding that you and other members of the delegation wish to again present your claims for reimbursement of damages incurred to your homes because of blasting in the Vista Ridge tunnels.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fhm

cc Commission
R. L. Porter
Tom Edwards

PENN C. CRUM, O. D.
1763 S. W. MONTGOMERY DRIVE
PORTLAND, OREGON 97201
PHONE 223-5438

Member of the Staff
TEAMSTERS MEDICAL CENTER
309 N. E. HOLLADAY STREET
PORTLAND, OREGON 97201
TELEPHONE 234-9971

Listed in WHO'S
WHO in the West

Chairman and members Oregon State Highway Commission

Gentlemen:

In 1963 I was happy to give an easement to the Highway Commission for a tunnel under my property because I approve of tunnels and tubes instead of bridges. However I requested a rider to the easement that specifically required repair or replacement of sewer if disturbed.
It is only reasonable to assume that no sewer line, 40 years old, on a side hill, could withstand removal of earth and trees at the base of the hillside and the vibrations from heavy equipment and blasting.
There are four families using this one sewer line and on April 4,1967 we were notified by the City Health Officer that we would be required to repair a broken sewer line in thirty days.
I wrote a letter on April 7,1967 to Drake-Winston Joint Ventures advising them of the sewer breakage. Their letter of April 13, 1967 claimed there was no break in the line and blamed inadequate caulking.
Because of the thirty day limit placed on repairing the sewer by the City Health Officer the four neighbors authorized Canyon Road Plumbing to repair the sewer for $795.00, to be paid equally by the four.
A letter dated May 22,1967 from Ivan D. Merchant of the Highway Department denied responsibility.
A letter from Argonaut Insurance Companies dated October 18, 1967 "determined that the condition of the sewer line was one of being more broken or separated due to age, hillside erosian and roots having grown into the sewer line joints," and denied responsibility.
I appreciate the desire of the Highway Department to conserve funds but I feel the wholesale repudiation of contracts has stimulated severe criticism of the Department and State Administration.

Respectfully submitted

Penn C. Crum

5/4/71

1967

About February 14. I noticed the first time stronger shaking of my house, noice of the shaking of the prism of my crystal chandelier.

February 15. noticed one, the next day an other of the little electric bulbs of my bed room cealing lights burned out. But when I wanted to replace them, they went on again, they were [illegible]

" 18. **Just saw a si**[illegible] crack in [illegible] living room of the [illegible], with some plaster on floor that was [illegible] the apartment into shape for re-renting.

" 2[illegible]. Found some new plaster on floor of living room of apartment, showed it to Mr. Pedersen, also showed him where my china is stored, because my neighbours shelves, where her china is placed came down after a strong blast.

" 25. Found the door from living room to porch very hard to open

" 27. Couldn't open my buffet, though had it open a few days earlier in front of Mr. Pedersen, when showed him my china.

" 28. Called Mr. Pedersen and showed him the buffet that I couldn't close now, after I opened it on the 27., when I had to go into it, by pushing a knive under the right front leg. Showed him also new crack in Wallpaper in my bedroom

March 2. Was out for about 3 hours, and when returned, found plastic cover of neon light above my kitchen stove in the middle of my kitchen floor.

March 2. Pedersen called that the reading on the sismograph was negative, didn't show any earth movement.

(The reading was taken outside my house; there probably was no earthmovement, but my house was shaking so terribly through the air-waves. The engineer refused to make the sismograph test inside my house.)

March 20. Noticed water in my laundry room and a lucker in my basement after 2 days of moderate rain. All winter, even after the snow melted and considerable rain for many days, my basement, lucker room and laundry room was completely dry. The water I found March 20. in the laundry room and lucker might have been there already for a few days, I do not come often downstairs into the basement.

May 9. Found again water in the basement after watering my garden rather heavely some days earlier. After that experience I have to water more often and less hard, but did always - in previous years - rather watered hard and less often to save time and work. No water anywhere after watering

June 28. Found a crack in my dining room behind the buffet where the door of the buffet couldn't be opened. The carpenter who had fixed my living room door going out to the porch, found that the foundation of the house has considerably soffered and went down right at the end Of the buffet and further into the adjacent hall. The crack behind the buffet was not there when the carpenter fixed the door to the porch.

August 27.

The dynamiting has resumed about 3 weeks ago, and the charges seem to be much smaller, for my house is shaking much less.

September 2. About 10 a.m. there was a much stronger blast than in the few weeks ahead, of course I am not home all the time, and wouldn't know if there were any strong charges before.

September 3. There was a strong charge at 8:30 a.m. and at 11:45 a.m. I am leaving my house now, to be gone most of the day.

September 7. Shortly before 9 a.m. an other rather strong blast, left h.

" 8. 9:45 a.m. an other rather strong blast as the days before. left my house about noon.

" 9. 9:45 a.m. A very strong blast again, the strongest and longest since the dynamiting has been resumed a few weeks ago. My house has been shaking terribly. Wrote a letter of complaint to the Highway Commission.

" 9. The same day, my tenants reported about ~~at~~ 4:p.m. upon their return home, that the last blast cracked the cealing of their bath room all over. [illegible] Also some more cracks were added to the older ones that derrived from previous dynamiting. Both my neighbors, Mrs. Wize and Mr. and Mrs. Lamb were not at home at the time of blasting.

" 10. 10:35 a.m. An other long lasting strong blast, though not quite as strong as the one the day before. Later I noticed a second crack in the plaster behind the buffet in my dining room.

" 12. 9:17 a.m. An other long lasting strong blast. The door of my living room going out to the porch was vibrating very much.

" 12. 3:43 p.m. An other long lasting strong blast. My living room door was vibrating again very much, and the whole house was shaking.

" 13. 9 a.m. An other long lasting strong blast as the days before with the same results.

" 13. 2:25 p.m. The same long lasting strong blast as mentioned above. I was in my bed room upstairs, and the cealing ficture, which is screwed to the cealing was shaking and making noise terribly. My nerves are on edge, and I am near a nervous break-down; had to take tranquilizer.

" 14. 9 a.m. a weaker blast than the days before. Left my house about 10 a.m. for the rest of the day.

" 15. About 8 a.m. an other weaker blast than the 2 weeks before. Left my house at 10 a.m.

" 16. 8 a.m an other weak blast as the [illegible] 2 days ahead. 2 p.m. blast as above. Had my painter here at about 4 p.m. who confirmed that all the cracks I showed him in ~~the~~ my dining room, bed room, bath room of the apartment were not present before he painted the inside of my house about 1½ years ago. The bath room in my part of my house has not been newly painted at that time, because it was in excellent condition, beiing washed periodically by experts and showed so little cracks that we considered it un-necessary to do over. Now the cracks have multiplied and deepend.

Sept. 17. 8 a.m. an other weak blast as the few days before. 11:25 an other weak blast as the one earlier in the day.

November 11. 12. 13. Water in the locker room and laundry room of basement. Some moisture in furnace pit.

" 16. 17. 18. K&M contractor's Service did Waterproofing after they as well as Argonaut Ins. Co. made inspection. Kost was $ 150.- together with water-proofing in garage

About a week later some water in garage. A few days later more water in garage, now under and behind wood piled against the wall. There was never any water there. Insurance Co. as well as water proofers made inspection. Some more water in the pit of furnace, later in the garage.

When waterproofers came on

December 14. to waterproof the garage behind the wood, he traced the water to the pit of the furnice, where the water was inside the closed in furnace, between one and two inches deep. The man from K&M wanted his boss to see it, before he does anything about it.

December 16. Mr.Hurner from Argonaut Ins. Co. and Mr. David from K&M came to look at the situation. David from K&M said he will need Mr. Lockwood, the furnace man to be present, to lift up the furnace and open as much as needed to do the necessary waterproofing inside the furnace to prevent the furnace from resting through and also to prevent a short circuit and blowing up the whole furnace and house. K&L and Mr. Lockwood agreed to come here Tuesday,December 20. at 1:p.m. to work on waterproofing inside the furnace.

The opinion of Mr. Lockwooe and the estimate of the K&M Contracters Service are enclosed.

not yet estimated by Te[illegible] Construction Co.

Portland, March 25. 1968.

The dynamiting of the second tunnel has started about 10 days ago, mostly mild blasts.

Today, March 25. about 5:p.m. a very strong and long lasting blast, my house shook and vibrated very much, even the water in the bath-tub had waves, as I had a bath at the time.

March 26. 8:12 a.m. a strong blast, not as strong as the 5:p.m. blast of the day before.
" " 9:40 a.m. again a strong and long lasting blast.
" " 4:45 p.m. a very strong and long lasting blast, my house was shaking terribly.

April 1. After a week of very weak dynamiting resumton of stron and long lasting blasts.
" 1. 3:30 p.m. a very strong and long lasting blast, 17 seconds.
" 3. 8:35 a.m an extremely strong and long lasting blast. Had a cabinet door open when prepairing breakfast, and a tin can, containing tea, tumbled down on me. A few days earlier, when I opened the same cabinet door, a bottle, containing coffee mate tumbled down on me. It must have moved a couple of inches inside the cabinet towerds the door during dynamiting, and when I opened the door later, fell off the shelf.
" 3. about 10 a.m. a very weak blast; why couldn't all the blasts be like that?
" 3. 12:32 p. m. Again a strong and long lasting blast.(15 seconds)
" 4. 4:40 p.m. a very, very strong blast, just as I returned home, was gone all day long. My house was shaking, not only vibrating
" 5. 11:32 a.m. again a very strong and long lasting blast, 20 sec. found new crackes all over the house.
" 6. 8:12 a. m. A very strong and long lasting blast, didn't time it
" 6. some more strong blasts during the day. A very strong and long lasting blast at 5:25 p.m. couldn't time it.
" 8. 7:40 a.m. a very strong and long lasting blast so early in the morning, I was still in bed. Though some of the blast are strong and long lasting, none is ever as strong as the strong blast were, when the first tunnel was dynamited. The blasts seem to be more frequent than they were during the dunamiting of the first tunnel.
" 11. 7 or 8 blasts today, all very weak. If the blasts all were as those today, there wouldn't be, or at worst, very little damage.

September 18.1968. The blasting started some time ago, quite stronger than last spring, but by far not as strong as the blastings were 2 years ago.

Sept. 24. The blasts are getting stronger again.
8:a.m. A rather strong blast.
10:35 a.m. again a strong blast
1:15 p.m. " " " "

Sept. 26. Noticed the ceiling of my bed room cracked.
" 27. Had a cabinet door open in my kitchen during blast, and a can of tea tumbled down on me during blast.

October 1. The blasting is going on, but weaker than last week.

October 5. 1968.
7:50 a.m. A very strong and long lasting blast. I was still in bed; the bed was shaking, the ficture, screwed to the ceiling, also the bottles on my dressing table, I heard rattle.
I was out most of the day.

)ctober 6. noticed that the cealing of my bedroom guest-room was cracked up.
Several blasts, but weaker than the day before.

October 7. 1968. Again several blasts, medium strenghh. discovered crackes in livimg room west-side wall, on the left of door to the deck. Also the door to the deck was very difficueult to open again. The door had to be fixed once before.

The blasts became weaker and weaker.

RECEIVED 1971

FOR FILING

F-11-318(N)

file

LEE JOHNSON
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

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FRANK G. MCKINNEY
EARL PRESTON
R. KEN ROBERTS
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

March 31, 1971

Mr. Walter J. Widmer
1730 S.W. West Point Court
Portland, Oregon

Re: Alleged Blast Damage - Vista Ridge Tunnels

Dear Mr. Widmer:

Please accept my apologies for the delay in responding to your letter with reference to the above matter. Your claim is still under consideration by the Highway Commission.

Following my review of the status of the record pertaining the use of explosives in the construction of the Vista Ridge Tunnels, and the Commissions responsibility for damage resulting therefrom, if any, I further reported the outcome of my review to the Commission.

The Commission then took the matter of your claim under advisement. I anticipate they will inform me of their decision in the near future, following which you will be informed of their action.

Very truly yours,

LEE JOHNSON
Attorney General

L I Lindas

Leonard I. Lindas
Assistant Attorney General
and Counsel to
Highway Division

LIL:jm
cc: Rod Porter

NOTED
FLOYD QUERY

LEE JOHNSON
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
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GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

March 31, 1971

Mr. Malcom Carter
811 S.E. Stark
Portland, Oregon 97214

Re: Alleged Blast Damage - Vista Ridge Tunnels

Dear Mr. Carter:

Please accept my apologies for the delay in responding to your letter with reference to the above matter. Your claim is still under consideration by the Highway Commission.

Following my review of the status of the record pertaining the use of explosives in the construction of the Vista Ridge Tunnels, and the Commissions responsibility for damage resulting therefrom, if any, I further reported the outcome of my review to the Commission.

The Commission then took the matter of your claim under advisement. I anticipate they will inform me of their decision in the near future, following which you will be informed of their action.

Very truly yours,

LEE JOHNSON
Attorney General

LILindas

Leonard I. Lindas
Assistant Attorney General
and Counsel to
Highway Division

Lil:jm
cc: Rod Porter

NOTED
FLOYD QUERY

Walter J. Widmer 1730 S.W. West Point Court • Portland, Oregon 97201 • 223-6057

REFERRED TO
3-9-71 Lindas
BY SECRETARY

what can we tell him? FQ

March 8, 1971.

Mr.Floyd Query, Secretary
Highway Building
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr.Query:

It is now over two months since I appeared before the meeting of the Oregon State Highway Commission re. the damages to our home caused by the hazardous blasting during construction of the Vista Ridge Tunnels.

I left the Highway Commission meeting with the impression the Chairman instructed Mr.Leonard Lindas from the Attorney General's Office was to undertake some effort in our behalf. Since that time I have hopefully been expecting some contact. Nothing has resulted to date.

I will appreciate information related to intensions. Would my interests be served by another appearance at the next meeting of the Commission?

Yours very truly,

Walter J. Widmer

3-23
Lindas says Bruno does not want to take any action before Com meeting on 3-30-71
phoned Widmer - Told him I would get in touch with him after the Com meeting
F.Q.

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STATE HIGHWAY COMMISSION

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MAR 10 1971
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FORM 2-30 (4-70)

SP*52503-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 5, 1971

SUBJECT: Contract Time Liquidated Damages 1970

To: MEMO TO THE FILES

We have summarized the contract time liquidated damages and time extensions for 1970 in the same manner that we have done the past three years. This now gives us a four-year comparison which is attached.

We found that three large contracts (all bridge projects) tend to distort the money amounts shown for 1970. These three projects (Bonneville-Hood River County Line, Vista Ridge Westbound Tunnel and Fremont Bridge Piers) account for 48 percent of the liquidated damages money amount for the year and most of this was waived by time extension on the three projects. We have therefore prepared an alternate summary excluding these three projects. This data does not indicate any new trends.

A slightly smaller percentage of the projects went into liquidated damages - slightly less than half. Of these, some relief was granted in about four-fifths of them, with complete extension on about two-thirds of the requests.

The use of calendar workdays (3 month winter dormant period) on the grading and surfacing type projects keeps fewer days involved in damages. As more of our projects are completed under the 1970 specifications, even less time should appear as liquidated damages because ordered stop work time is excluded from all constructions without the necessity for formal extension of time.

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc A. E. Johnson
F. B. Klaboe

[illegible]
OFFICE OF
[illegible]

CONTRACT TIME LIQUIDATED DAMAGES SUMMARY
PROJECTS ACCEPTED DURING 1967-1970

	1970 *	1969	1968	1967 (3)
Total Projects Accepted	119	109	126	200
Total Contract Amounts	$44,373,572	$46,355,139	$45,334,947	$81,534,424
Total Projects Overrun	57	62	73	100
Percent of Projects Overrun	47.9%	55.4%	58%	49.5%
Total Liquidated Damages (1)	$ 491,670	$ 411,675	$ 531,395	$ 1,079,690
Liquidated Damages Waived	$ 432,510 (88%)	$ 320,090 (78%)	$ 436,335 (82%)	$ 927,295 (86%)
Liquidated Damages Assessed	$ 59,160 (12%)	$ 91,585 (22%)	$ 95,060 (18%)	$ 152,395 (14%
Later Adjustments		(- 2,300)	(-13,950)	(- 2,700)
Total Number of Overruns (2)	60	64	76	106
Time Extensions Granted	50 (83%)	43 (67%)	59 (78%)	89 (84%)
Full Time Extensions	33 (66%)	29 (67%)	40 (68%)	53 (60%)
Partial Time Extensions	17 (34%)	14 (33%)	19 (32%)	36 (40%)
Total Days Overrun	2,937	2,926	4,135	7,802
Total Time Extension Days	2,336 (80%)	2,125 = 73%	3,141 = 76%	6,624 = 85%
Later Adjustments		(+ 23)	(+ 321)	(+ 27)

(1) Includes "stop work" time on specified date projects.

(2) Total number of overruns exceeds Total Projects Overrun because of more than one completion time on some projects.

(3) Contracts 6268 and 6467 (Astoria Bridge) excluded from the 1967 figures.

* See Alternate 1970 comparison omitting three large projects.

CONTRACT TIME LIQUIDATED DAMAGES
ALTERNATE 1970 COMPARISON

	1970	1970 Less A, B & C *
Total Projects Accepted	119	116
Total Contract Amounts	$44,373,572	$32,289,379
Total Projects Overrun	57	54
Percent of Projects Overrun	47.9%	46.5%
Total Liquidated Damages	$ 491,670	$ 254,770
Liquidated Damages Waived	$432,510 (88%)	$200,710 (79%)
Liquidated Damages Assessed	59,160 (12%)	54,060 (21%)
Total Number of Overruns	60	56
Time Extensions Granted	50 (83%)	46 (82%)
Full Time Extensions	33 (66%)	30 (65%)
Partial Time Extensions	17 (34%)	16 (35%)
Total Days Overrun	2,937	2,362
Total Time Extension Days	2,336 = 80%	1,782 = 75%

* Contr. No.	Section	Spec. Comp.	Penalty	Over-runs	Assessed Liquidated Damages	Time Ext. Appr. (Days)	Liq. Dam. Ded. from Contractor
A 6976	Bonneville-Hood River Co. Line	800 CD	$ 300	170	$ 51,000	170	
B 7122	Vista Ridge West-bound Tunnel	a) 11-15-68	500	83	41,500	83	
		b) 6-15-70	1,000	70	70,000	70	
C 7125	Fremont Bridge	425 CD	300	248	74,400	231	$5,100
	Totals (3 projects)			4	$236,900	554	$5,100

NOV [illegible] 1970

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 16, 1970

SUBJECT: Vista Ridge Tunnel Standard
Broadcast Radio Reception

To: A. E. Johnson
Asst. State Highway Engineer
ADMINISTRATION

Detailed herein are the results of a study relative to standard broadcast radio reception in the Vista Ridge Tunnel in Portland.

Driving through the westbound tunnel at 45 M.P.H. and with the radio tuned to KXL Portland, the "blackout" period as measured on a stopwatch was 16 seconds.

Driving through the eastbound tunnel at 50 M.P.H. and with the radio tuned to KXL Portland, the "blackout" period measured 13 seconds.

Inspection of the access area above each tunnel revealed that there are rectangular access holes to the tunnel area above each lane line spaced about every 20 feet. It would be possible to suspend insulators from the cover plate over these access holes, downward from the ceiling of the tunnel. Through the suspended insulators we would thread copper wire conductors the full length of the tunnel above each lane line. At each end of the tunnels we would erect pick-up antennas which would be connected to the conductors running through the tunnels.

Although this method has been tried and met with reasonable success in some tunnels, we cannot guarantee its success in this case. Limiting factors are the surrounding terrain, proximity of the desired broadcast stations (AM or FM) and the condition of the individual motorists radio. The type of lighting used in the tunnels is also a source of radio interference.

An estimated cost of materials would be as follows:

Wire 5,000 feet		$ 300.
Lighting arresters	(8)	128.
Insulators	(100)	280.
Eye bolts	(100)	75.
Antennas	(8)	400.
Wire splicers	(2 dozen)	25.
Antenna Poles	(8)	400.
Conduit 400 feet		72.
Total		$1,680

NOTED
A. E. JOHNSON

Estimated cost of labor involed for this project would approach $6,000.

Traffic in the tunnel would have to be diverted while threading the wire through the insulators over each lane line.

The communications unit will not proceed further with this project pending receipt of administrative direction.

R. N. Bothman
Maintenance Engineer

By:
C. L. Johnson
C. L. Johnson
Chief Radio Engineer

CLJ:jeb

RECEIVED
NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 1970

Westbound

November 2, 1970

Mr. Wendell B. Barnes
2365 S. W. Imperial Court
Portland, Oregon 97225

Dear Mr. Barnes:

Your October 14 letter addressed to this Division's Metropolitan office in Portland has been referred to me for reply. We appreciate your comments on the design of the new tunnels and freeway on Canyon Road, and I am sure that the appearance of this project will be enhanced after we have completed our landscaping in the months ahead.

We are investigating the method of implementing the capability of standard broadcast reception in the Vista Ridge Tunnel, and it would appear that such an implementation is possible but would involve the installation of additional equipment. At times, there are rather simple solutions to such problems; however, due to the proximity of station locations to the tunnel, signal strength, and other factors, the solution in this case is not so simple and could be rather expensive.

We have not completed our investigation of the matter but at this time it would appear that because of the shortness of the tunnel, expenditures of funds for radio reception would not be warranted.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc R. L. Porter
Tom Edwards
R. N. Bothman
C. L. Johnson
R. L. Schroeder

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1970

SUBJECT: Vista Ridge Tunnel
Radio Reception

To: A. E. Johnson
Asst. State Highway Engineer

SALEM

A study is being made on the method and cost of implementing the capability of standard broadcast reception in the Vista Ridge Tunnel.

Normally, this would involve installing standoff insulators from the ceiling of the tunnel over each lane of traffic and stringing copper wire conductors through the tunnel, extending approximately 100 yards beyond each end of the tunnel.

This apparently simple solution is not always the solution however, since the proximity of station locations to this tunnel and their signal strength plus the capability of the individual motorists radio and the station he desires to listen to are all deciding factors in the success of the project.

It is sometimes feasible to use a broadband amplifier to boost the signal levels into the tunnel antenna.

Upon completion of this study a report with our recommendations will be forwarded.

C. L. Johnson

C. L. Johnson 2650
Chief Radio Engineer

CLJ:lgf

cc: R. N. Bothman
C. M. Williams

NOTED
A. E. JOHNSON

RECEIVED
OCT [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 16, 1970

SUBJECT: Vista Ridge Westbound Tunnel
Radio Reception

To: A. E. Johnson
Assistant State Highway Engineer
State Highway Building
Salem

Attached you will find a copy of a letter received by this office from a citizen regarding the Canyon Road-Vista Ridge Tunnel project. The letter is complimentary regarding the overall project but complains regarding the lack of standard band radio reception within the tunnel.

This letter is forwarded to you for your information and whatever action you might wish to take.

Robert L. Schroeder
Metropolitan Engineer

By:

Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

10-21-70
[illegible] which
[illegible] "How do we do
this? How many $?"

ELH:pb

Enc

cc: Ivan D. Merchant w/attach.

RECEIVED
OCT 19 1970
OFFICE OF
STATE [illegible] ENGINEER

SP*52475-734

WENDELL B. BARNES
2365 S.W. Imperial Court
Portland, Oregon 97225

October 14, 1970

Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Attention: Engineering Department

Dear Sirs:

If you are responsible, I wish to compliment you on the design of the new tunnels and freeway on Canyon Road in Portland. It cuts several minutes off of my driving time each day and, of course, provides much greater safety. The design is excellent and I will be anxious to see its appearance improved as it is landscaped in the months ahead.

There is only one flyspeck in my pleasure. When I drive, I am usually listening to a news broadcast or sometimes a sporting event. The tunnel, of course, interrupts radio reception. I note that the tunnels on freeways in California near Oakland and perhaps elsewhere, have solved this problem by running some kind of a wire through the tunnel. If this is possible and can be included without tremendous cost, I would recommend it as a part of the final completion of this tunnel, as well as in other tunnels in the urban area.

Cordial good wishes.

Sincerely,

Wendell B Barnes

Wendell B. Barnes

mw

METROPOLITAN ENGINEER
RECEIVED
OCT 15 1970
☐ ME ☐ AME ☐ AMS ☐ MOE ☐ MDE MTE

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OCT 23 1970
FOR FILING

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NOTED
R. L. PORTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 20, 1970

SUBJECT: Traffic Volumes
Sunset Highway
Vicinity of Vista Tunnels
Portland

To: F. B. Crandall
Traffic Engineer
State Highway Building
Salem

The westbound Vista Ridge Tunnel and the remaining two-lane section westerly thereof were recently opened to three lanes. Coincident with this change was the opening of the southbound Stadium Freeway to Vista Tunnel ramp. Traffic count data were obtained "before" and "after" these openings and the results are shown on the attached map.

The westbound tunnel traffic increased 2,400 vehicles per day. Westbound Jefferson Street and Burnside Street traffic decreased 1700 and 350, respectively.

The evening outbound peak hour westerly of the tunnel has increased from 3340 to 3860 vehicles. Because of the additional lane now available, lane usage has decreased from 1670 to 1290 vehicles per hour.

This section of highway with an average weekday count of 60,350 vehicles carries more traffic than any other non-interstate section in the State.

In addition to eliminating outbound peak period congestion in the tunnel and on up the Sunset Highway, this improvement has materially aided travel on Jefferson and Burnside Streets during the peak period.

Because it is believed that this information is of general interest, copies are being routed to other persons as indicated below.

RECEIVED
OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Robert L. Schroeder
Metropolitan Engineer

By:

Dennis L. Peterson

Dennis L. Peterson
Metropolitan Traffic Engineer

DLP:pb
cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. P. Shaw
Victor D. Wolfe
F. L. Hall
I. D. Merchant
F. D. Morgan
R. N. Bothman
Don Bergstrom,
City of Portland

RECEIVED
OCT 21 1970

FOR FILING

F-U-318(1)
7122

Salem, Oregon
October 20, 1970

R. L. Schroeder
Metropolitan Engineer

PORTLAND

Vista Ridge Westbound Tunnel
Contract No. 7122
Handling Traffic at the West
End of the Eastbound Tunnel # 6748

This will confirm my telephone conversation with you yesterday to the effect that arrangements are being made to send the skid resistance trailer to your area to measure the skid resistant values at the west end of the eastbound tunnel, in the tunnel, and at various locations in the Portland area to make a satisfactory correlation.

As pointed out to you yesterday, it is desirable to erect the neon "SLOW" sign or signs as soon as possible, and I concur in your idea of mounting the existing one-foot letter sign on the Highlands Interchange structure on the existing sign bridge immediately west of the tunnel. It would also appear to be in order to provide one at the portal of the tunnel.

Mr. Edwards has directed that we do not do any pavement grooving until skid tests have been made, after which the subject will be reconsidered.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms

cc F. B. Klaboe
F. B. Crandall

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 21, 1970

SUBJECT: Vista Ridge Westbound Tunnel
Contract No. 7122
Handling Traffic at the West
End of the Eastbound Tunnel

To: Mr. A. E. Johnson
Assistant State Highway Engineer
State Highway Building
Salem

As you know, we have been studying the conditions affecting traffic at the west end of the Eastbound tunnel. This study has been pointed toward reducing the accidents directly inside this tunnel. Mr. Peterson, our Traffic Engineer, has proposed the installation of a neon "SLOW" sign in order to reduce the speed of the traffic. Attached you will find one print each of two drawings showing such an installation together with a copy of a letter from Harry Oswald estimating this installation to cost $6,125.

It is this offices opinion that the cost of this "SLOW" sign could be better spent in grooving the pavement leading up to the tunnel. In support of this opinion, attached you will find a copy of a report on pavement grooving in California which was presented at a Highway Research Board meeting in Sacramento last month. This report presents accident studies of pavement grooving projects in California. The report states "pavement grooving has resulted in an 85% reduction of wet pavement accidents in the grooved areas".

Please advise your wishes on how to proceed with this problem.

Robert L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt
Assistant Metropolitan Engineer

NOTED
A. E. JOHNSON

ELH:pb

Enc

cc: Harry Oswald

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

~~Portland, Oregon 97213~~

September 15, 1970

SUBJECT: Vista Ridge Westbound Tunnel
Contract No. 7122

To: Mr. R. L. Schroeder
Metropolitan Engineer
BUILDING

Attn: Mr. E. L. Hardt

Transmitted herewith are four copies of a sketch for a proposed neon " SLOW" sign to be located at the west end of the Eastbound Tunnel.

The sign will have 3 foot high white letter and two tubes of flashing red neon inside the letters. The black background will be 47" x 12'. The sign will weigh about 400 pounds.

There is a type 2A guard rail between the eastbound traffic and the proposed sign location. The cantilever mount indicated on the sketch will give 20 feet of lateral clearance from the left hand westbound travel lane.

It is estimated the installation will cost $ 6,125: Electrical service, $ 800; Neon sign, $ 825 (not a firm quote); Cantilever mount and footing, $ 4,500. The project will underrun the Authorization approximately $ 75,000.

Harry W. Oswald
Harry W. Oswald
Resident Engineer

Encl

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 26, 1970

SUBJECT: Eastbound Approach
Vista Ridge Tunnel
Sunset Highway (US 26)

To: Mr. A. E. Johnson
Assistant State Highway Engineer
Salem

Over the past year and a half we have observed, and received complaints concerning, the traffic conditions at the subject location. In addition to the accident mentioned in the attached memo to the file, there are numerous marks on the west portal of the tunnel indicating traffic is having difficulty in this area. A check of the accident data available since February of 1969 when the tunnel was opened shows a total of 13 accidents. Five of the accidents occurred under dry conditions; and eight, under wet. Of the eight wet accidents, one was a rear-end, three were sideswipe overtaking, and four were fixed object. In dry conditions two were rear-ends, two were sideswipe overtaking, and one was a fixed object. A speed check taken approximately 500 feet west of the tunnel reveals that the traffic was traveling on an average of 55 MPH. Runs made in a car with the ball-bank indicator reveal that the safe speed for the curve is approximately 48 MPH. The construction plans were checked, and the curve was designed for a speed of 50 MPH. The superelevation for the "as constructed" pavement has been checked in the field, and the cross sections are attached. It will be noted that the "as constructed" superelevations are in some instances below the 0.10 required for a 50 MPH design speed.

It is my conclusion from all of the above information that an attempt should be made to either increase the design speed for the curve or reduce the speed of approaching traffic. Inasmuch as the traffic approaching the tunnel is traveling downhill and is composed of at least 95 percent repeat traffic, it is very doubtful that any attempt to reduce speed would be successful. It is therefore my recommendation that an attempt is made to increase the design speed of the curve. This can be done in either of two ways. One would be to increase the superelevation, and the second would be to increase the coefficient of friction of the pavement. The first method could be accomplished by extending the asphalt pavement immediately to the west with an overlay through the curve into the tunnel proper. Inasmuch as the existing concrete pavement was just installed, this does not appear to be a recommended procedure. The second method could be accomplished by pavement grooving. Other states--notably California--have had excellent results in increasing the coefficient of friction of PCC. Attached is a copy of a Highway Research Report indicating their results. A preliminary investigation has been made, and it has been

NOTED
A. E. JOHNSON

SP*82475-734

Mr. A. E. Johnson
August 26, 1970
-2-

determined that the grooving of this section would cost approximately $15,000. If we were able to obtain the same results indicated in the attached report, it is felt that this would be money well spent.

It would be greatly appreciated if you would give this recommendation your immediate consideration. If you concur in this action, the grooving could be most easily accomplished prior to opening of the new section of the Sunset Highway between the tunnel and the Zoo interchange.

R. L. Schroeder
Metropolitan Engineer

RLS:lh
Enc

RECEIVED
AUG [illegible]
[illegible] ENGINEER

FORM 2-55 50M 10-55

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 5, 1970

SUBJECT: Vista Ridge Eastbound
Tunnel Accidents
Phone Call From:
Mrs. Ruth McShatko

To: Memo to the files

On August 5, 1970 at approximately 1:30 P.M., I received a phone call from Mrs. Ruth McShatko about accidents in and or near the west end of the Vista Ridge Eastbound Tunnel.

She gave me the following information:

Name: Mrs. Ruth McShatko
Husbands Name: Jack McShatko
Phone Number: 282-0244
Her Age: Just turned 60.
Her car is a Datsun Station Wagon.
She also gave her address but I failed to get it.

I checked the above name for address in the Portland Phone Directory and found the following listing:

Jack N. McShatko
3404 N.E. Siskiyou
Phone No. 282-0244

She informed me that she had been involved in a one car accident, just west of the entrance to the Vista Ridge Eastbound Tunnel, approximately two months back. The accident occurred at approximately 5:00 P.M. when she was traveling alone in her Datsun station wagon at 30 M.P.H. She said that it was raining and had been raining most of the day and that she didn't know how the accident happened, because the car just suddenly spun around. She said that she was in the right hand lane when the car spun out and that the car received damage on the left rear fender, but it was driveable after the accident.

She said that after she started to leave, she found another car approximately 100 ft. ahead and inside the tunnel, just out of her sight due to the curve. Mrs. McShatko said that she stopped and talked with the female driver of the second car and had her name but didn't want to give it to me without the womans permission.

The other woman had told her that she had also spun out suddenly for no reason. Mrs. McShatko said that the other car had a broken front axle or wheel and had to be towed away.

The reason why she decided to call was that her daughter or her neighbors daughter, I'am not sure, had the same type of accident last night, in the same general area. She felt that there must be something wrong with the roadway in that area.

The weather was cloudy on August 4, 1970 but no rain as far as I know in the P.M. It could have been misting in the A.M.

Roger W. Kuchinka

Roger W. Kuchinka

cc. Metro

RECEIVED
OCT 12 1970
FILING

[illegible]

October 9, 1970

Mr. Walter J. Widmer
1730 S. W. West Point Court
Portland, Oregon 97201

Dear Mr. Widmer:

Pursuant to your request, representatives of the Highway Division called on you concerning alleged damage to your house in connection with construction of the Vista Ridge Tunnel Project. Photographs were taken for comparison with photos taken in 1963.

Considerable time has been spent analyzing these pictures. It is to be noted that most of the cracks which appear in the 1963 photographs show little or no discernible change in the interim.

In our contract work we include, as you know, provisions for the contractor to maintain insurance for any possible damage, and after viewing the photographs of your residence, we can find no basis for pursuing this matter along the course of an independent settlement.

You indicated previously that if you are unable to obtain settlement from us, you would desire to make an appearance before the Highway Commission, and this is your prerogative. If you wish to make such an appearance, you may contact Floyd Query, Highway Commission Secretary, Highway Building, Salem, 97310.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
Floyd Query
R. L. Schroeder

AEJ:ms

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 3, 1970

SUBJECT: Assignment No. AEJ-7
Walter J. Widmer Complaint

To: Mr. A. E. Johnson
Assistant State Highway Engineer
Salem

As you requested, Mr. Walter J. Widmer was contacted on July 10, 1970, concerning the alleged damage to his home caused by the Vista Ridge Tunnel blasting. Also as requested, pictures were taken and a report was written in a form of a letter from A. V. Benedict, which are attached.

Having examined the pictures taken in 1963 and compared them with those in 1970 and discussed the damage with Mr. Benedict, I completely concur with the conclusions reached in his letter. Although it is possible that the blasting caused some damage to his home, undoubtedly earthquakes and natural phenomena have also contributed. Furthermore I do not believe that the Highway Division has any obligations to Mr. Widmer. The contractor for the Vista Ridge Tunnel was required to carry insurance to protect the State from any litigations arising from possible blasting damage. It would therefore appear that if there were any damage to Mr. Widmer's house brought about by the blasting it should be the responsibility of the contractor's insurance company.

If you wish the Metro Division to take any further action concerning this complaint would you please so advise.

R. L. Schroeder
R. L. Schroeder
Metropolitan Engineer

RLS:lh
Enc

NOTED
A. E. JOHNSON

RECEIVED
AUG 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 3, 1970

SUBJECT: Vista Ridge Tunnel
Blasting Damage Complaint

To: Mr. R. L. Schroeder
Metropolitan Engineer
OFFICE

On July 10, 1970, I accompanied you on an inspection of the Walter Widmer home at 1730 S. W. West Point Court. This was in response to Mr. Widmer's claim for damages from tunnel blasting and his complaint of injustice by the insurance representatives. This house was covered in our survey of 1963 when many pictures were taken. The same two men who made the survey in 1963 were on hand to make the "after" survey. Most of the cracks noted in 1963 showed little or no change in the interim. Some new cracking is noted in 1970. The pictures and notes speak for themselves.

The damage to this fine home was very minimal. Mr. Widmer showed us a sliding glass door which could scarcely be opened. I am sure it was simply off the track—forced off when someone attempted to open it while blocked by some object on the floor. Vertical cracking and bulging in some of the hard finished putty-coat plaster is probably due to small streams of water running down the back of the plaster. The open crack I noticed was definitely curled out at the edges, which is typical of water damage. I understood Mr. Widmer to say he had had roof trouble.

Most cracking or separation at the floor line was along the joint between rigid and yielding types of construction. Part of the house is built on a concrete slab on fill; part has wood floors on joists over the basement area. Damage was also noted where a pipe, about 1½ inch, cast into the concrete floor turns through the plastered wall about a foot above. No provision had been made for any differential movement.

Separation at the floorline, wracking of door frames and cracking in corners is usually associated with settlement. Vibration could very well be a factor in any of the cracking.

In the survey stages of the tunnel project, our geologists told us that the Vista Ridge was covered by a cap of very unstable material. Any kind of vibration, earthquake, tunnel blasting or even traffic is probably much worse under these conditions. Tunnel blasting cannot be held to be solely responsible.

A.V. Benedict

AVB:lh

A. V. Benedict
Assistant Metropolitan Engineer

Page No. 1

July 10, 1970
July 22, 1970 (Roll #4)
"P" Nos. denote 1963
Pictures, approximately
same area

Walter J. & C. R. Widmer
1730 S. W. West Point Court

Entrance Hallway

Picture No.	Description
.	ceiling has no visible cracks.
4-1	Along N(W)ly. wall of entry hall
4-2	Floor by basement door and wall adjacent to Kitchen
4-3	Floor by door to basement
1-1 & 4-4	Along Sly. wall of entry hall
4-5	Entry to Dining Room (dirt streak on Wall to Wall carpet)

(Variation of approximately 3/16" in floor elevations and dirt stain in carpet at entrance to dining room from entrance hall) This notation at request of Mr. Widmer.

Kitchen

ceiling appears about in same condition as it was during previous investigation in 1963.

1-2 (P-1-5)	Above doorway to Dining Room
1-3 & 4-6 (P-1-4)	" and cabinets
1-4	NEly ceiling corner
1-5	SEly corner ceiling + wall
1-6	Ely wall, ceiling + cabinets
1-7	ceiling over Kitchen range - vent

Page No. 2

July 10, 1970
July 22, 1970 (Roll #4)
"P" – May 14, 1963

Walter J. & C.R. Widmer
1730 S.W. West Point Court

Picture No.	Description
	Den
1-8 (P-1-8)	South wall
1-9	North wall (NW corner)
	SWly Bedroom
1-10 (P-1-9)	Southerly wall
	Bathroom off S.W. Bedroom
4-7 (P-1-11)	SWly. corner of Shower
4-8 & 4-9	& NEly NWly. corner of Shower (Double Exposure)
2-1 & 4-10	Entrance to shower
2-2	Adjacent to toilet
2-3 & 4-11 (P-1-10)	Above + adjacent to toilet (SEly corner)
2-4 (P-1-12)	Around Tub + corner of Tile
	Utility Room
2-5 (P-1-6)	North wall

July 10, 1970
(Roll #4) -July 22, 1970
"P" = May 14, 1963

Walter J. & C. R. Widmer
1730 S.W. West Point Court

Picture No.	Description
	Dining Room
2-6 (P-2-1)	South wall above built-in Buffet
2-7	"

Noted at request of Mr. Widmer: 32 cupboard doors along easterly wall; misalignment on doors

Note: This crack at junction of south wall with ceiling was continuous across width of room and about the same size when previous investigation was made in 1963.

Guest Bathroom

(Bathroom off of hall to N.E. Bedroom)

5 cracked Tiles - Noted at request of Mr. Widmer

Picture No.	Description
2-8/9 (P-1-3)	NWly. corner
2-10	window sill
2-11	crack in corner tile by entry door & shower

NEly Bedroom (now used as an Office)

Note: Hairline cracks show little change from previous (1963) investigation

Picture No.	Description
4-12	~~Easterly~~ Wall

Page No. 4

(Roll # 4) July 10, 1970
July 22, 1970

Walter J. & C.R. Widmer
1730 S.W. West Point Court

Picture No.	Description
3-1	Hallway by door to Guest Bathroom (taken to show crack or separation by door casings)

NEly. Bedroom is approximately in the same condition as shown by 1963 investigation and so confirmed by Mr. Widmer/ applies as well to Garage or basement.

3-2 (P-2-12) Front entry to home

Page # 1

Note: All cracks are hairline in size of width unless otherwise noted

Long Green

5/14/63

Red Nos. Indicate current Photo Index

Walter J. & C. R. Widmer
1730 S. W. West Point Court

Note: house has copper tubing for heating system and vibrations may cause water damage.

Entrance Hallway

cork tile floor
Plastered walls & ceiling

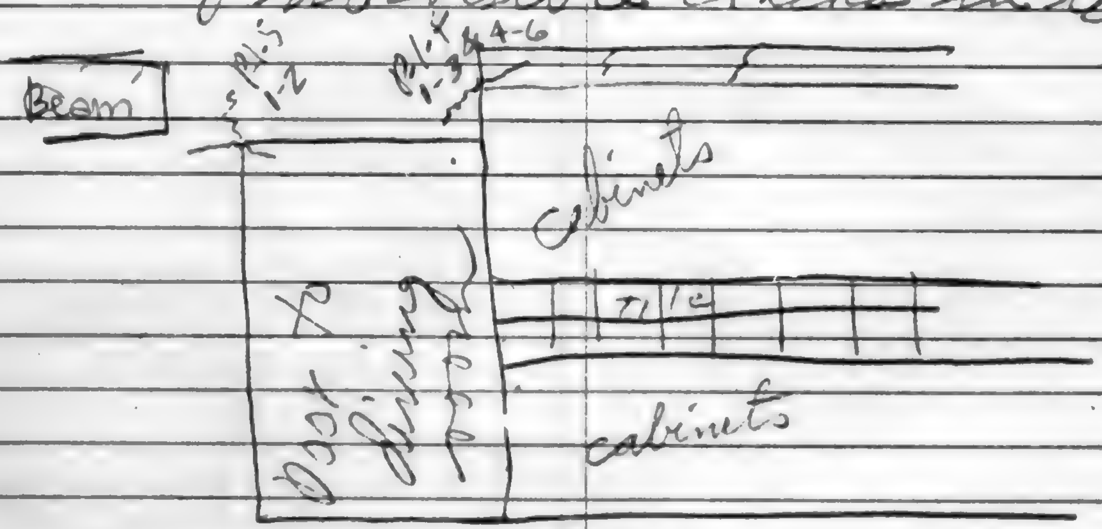
all walls are very checked
ceiling has no visible cracks

Kitchen

ceramic tile covered cabinets for counter tops and above tops on walls.

Plastered ceiling and walls where not tiled.
linoleum floor.

many hairline cracks in ceiling & walls
& no visible cracks in tile.



West Wall

numerous hairline cracks in walls & ceiling of nook adjoining kitchen work area.

Page # 2

Walter J. & C.R. Widmer
1730 S.W. West Point Ct.

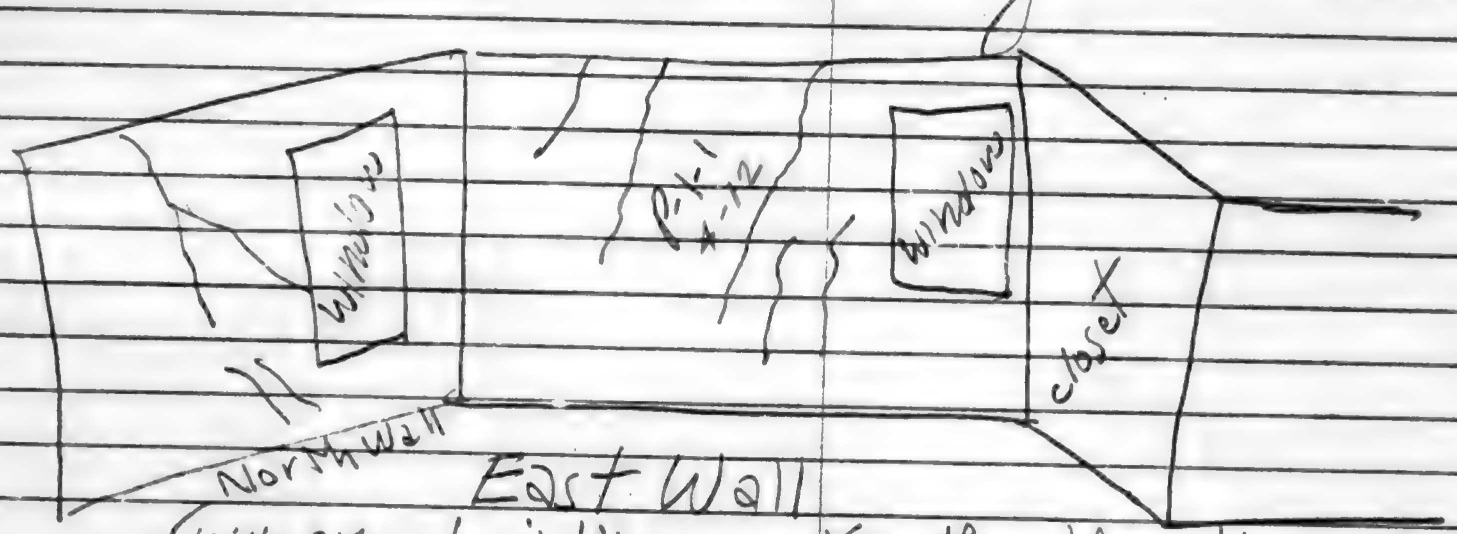
Long Green

5/14/63

requested to do front bedroom first so could
[illegible] to bed.

NE corner bedroom

Plastered walls + ceiling   cork tile floor



(numerous hairline cracks other than those shown above)
also numerous " " on South wall + West wall

Page # 3

Walter J. & C.R. Widmer
1730 S.W. West Point Ct.

Long
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5/14/63

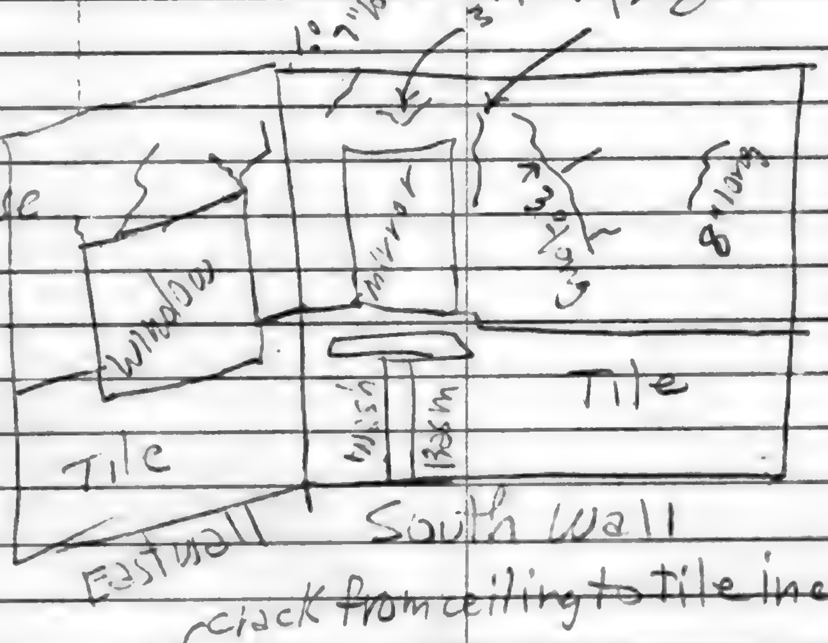
Plastered walls & ceiling
Cork tile floor

all walls ~~are~~ have many small hairline cracks - too small to show in picture.
ceiling has no visible cracks

Bathroom adjacent NE cor bedroom

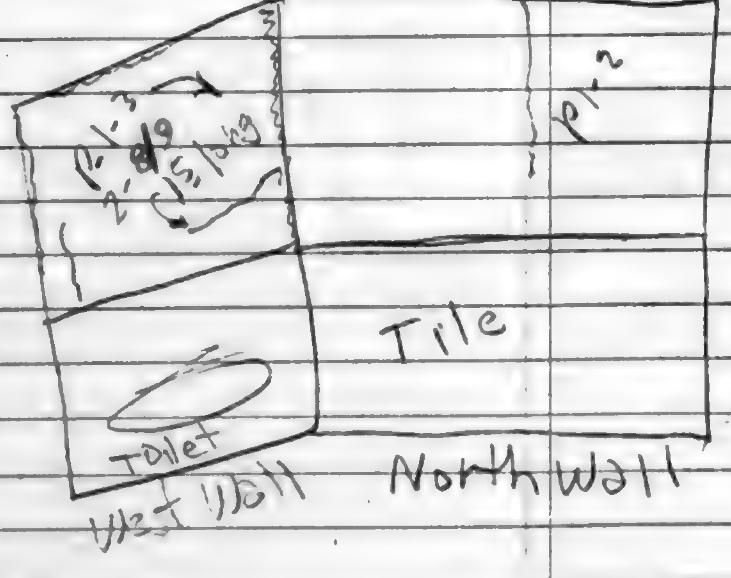
tile floor, tile shower & tile walls 1/2 way, other 1/2 plastered as well as ceiling

Note,
hairline cracks
unless otherwise
noted



no visible cracks in tile

crack from ceiling to tile in corner



Hallway to bedroom
sewing room & bathroom
from ent. hallway
Plastered walls & ceiling
much checking & hairline
cracks; too numerous
to record & too small
to show in pictures

Walter J. & C.R. Widmer
1730 S.W. West Point Ct.

Long
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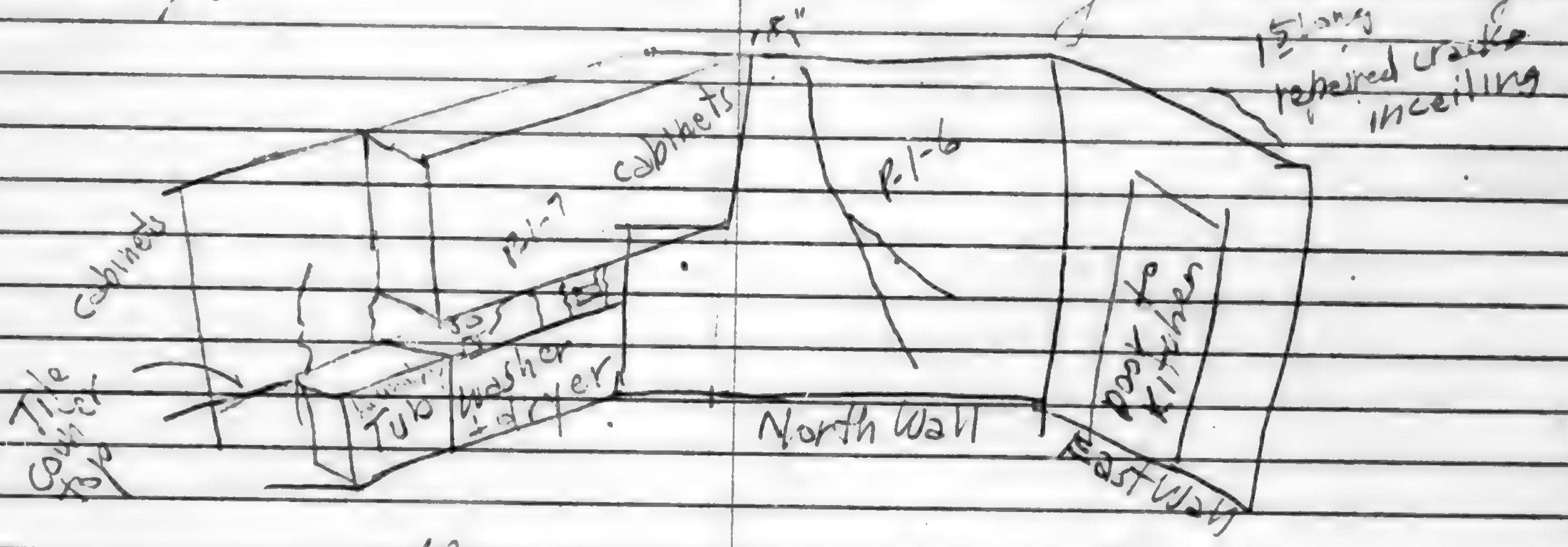
Page #4

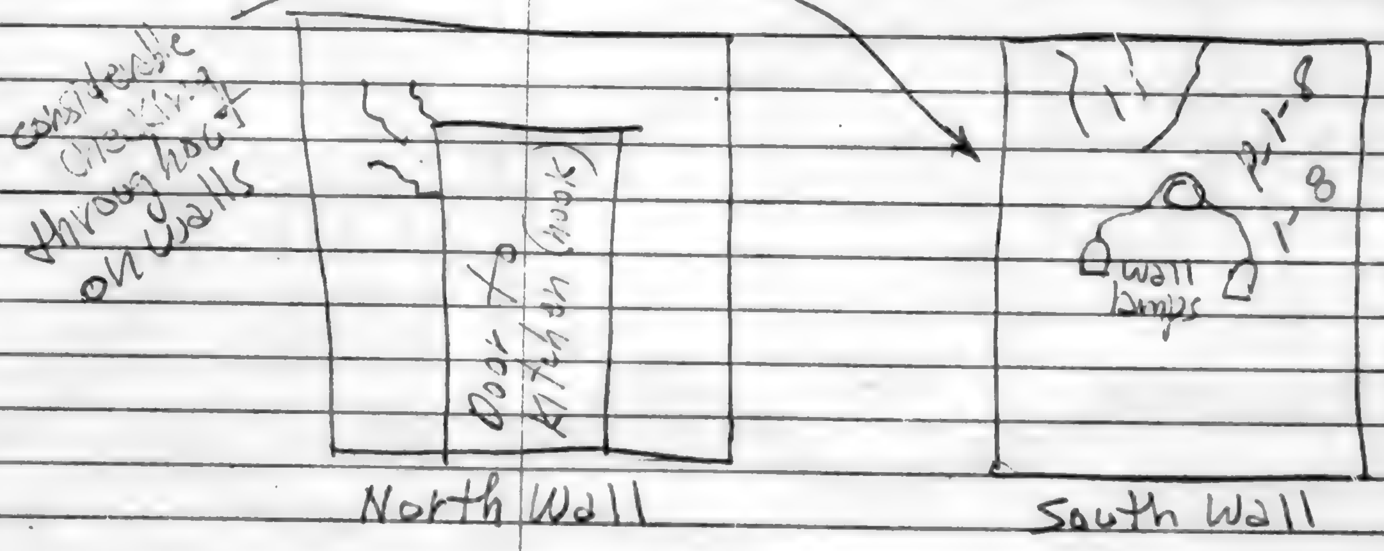
5/14/63

Utility Room (adjacent to kitchen)
plastered walls & ceiling, linoleum floor



These are repaired cracks

Den (adjoining kitchen S.E. corner of house)
cork tile floor plastered walls & ceiling



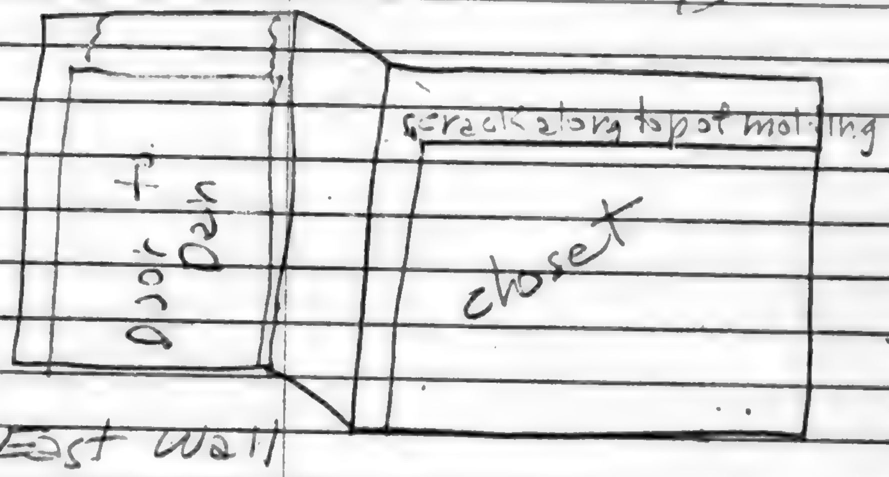
Page #5

Walter J. & C.R. Widmark
1730 S.W. West Point Ct.

Long
Green

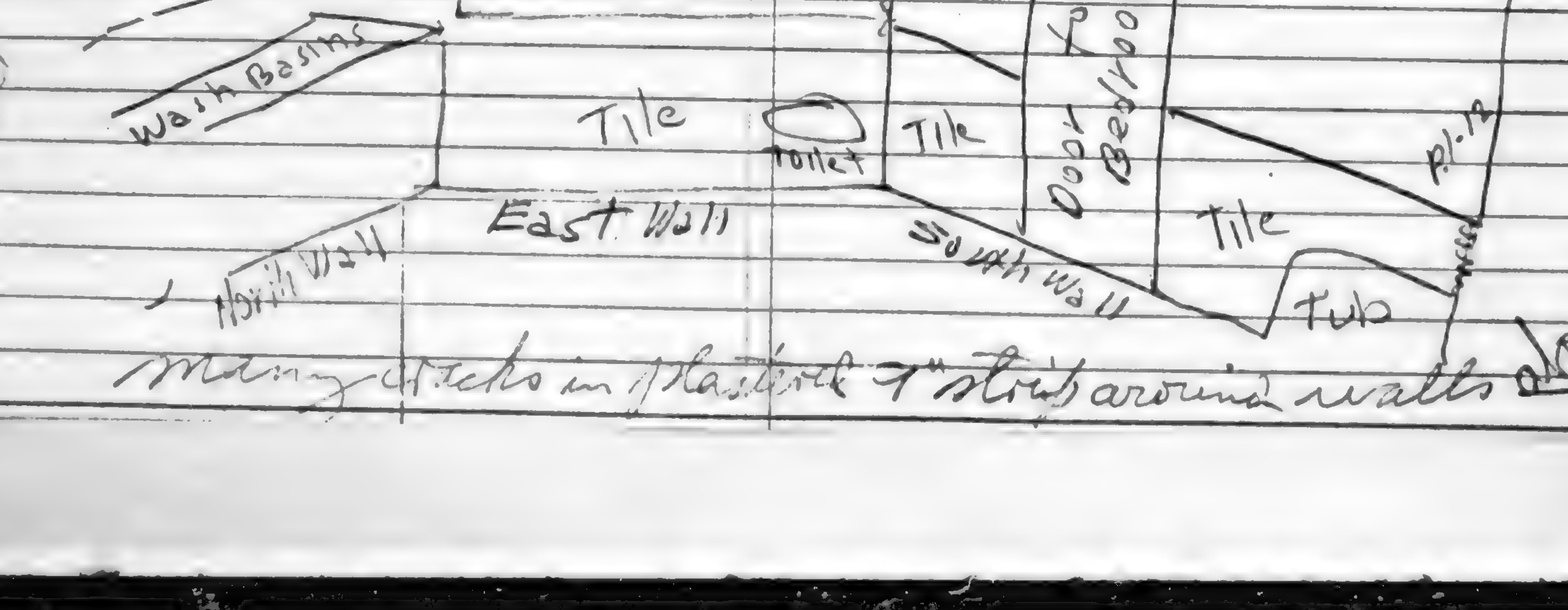
5/14/63

Bedroom (SW corner of house)
plastered walls & ceiling
wall to wall carpeting



very much checking & hairline cracks along south wall, West Wall and North Wall

Bathroom adjacent to above bedroom
tile floor and around tub (3' above tub) & walls
tile shower
plastered walls & ceiling



Many cracks in plaster at 4" strip around walls above tiling & shower

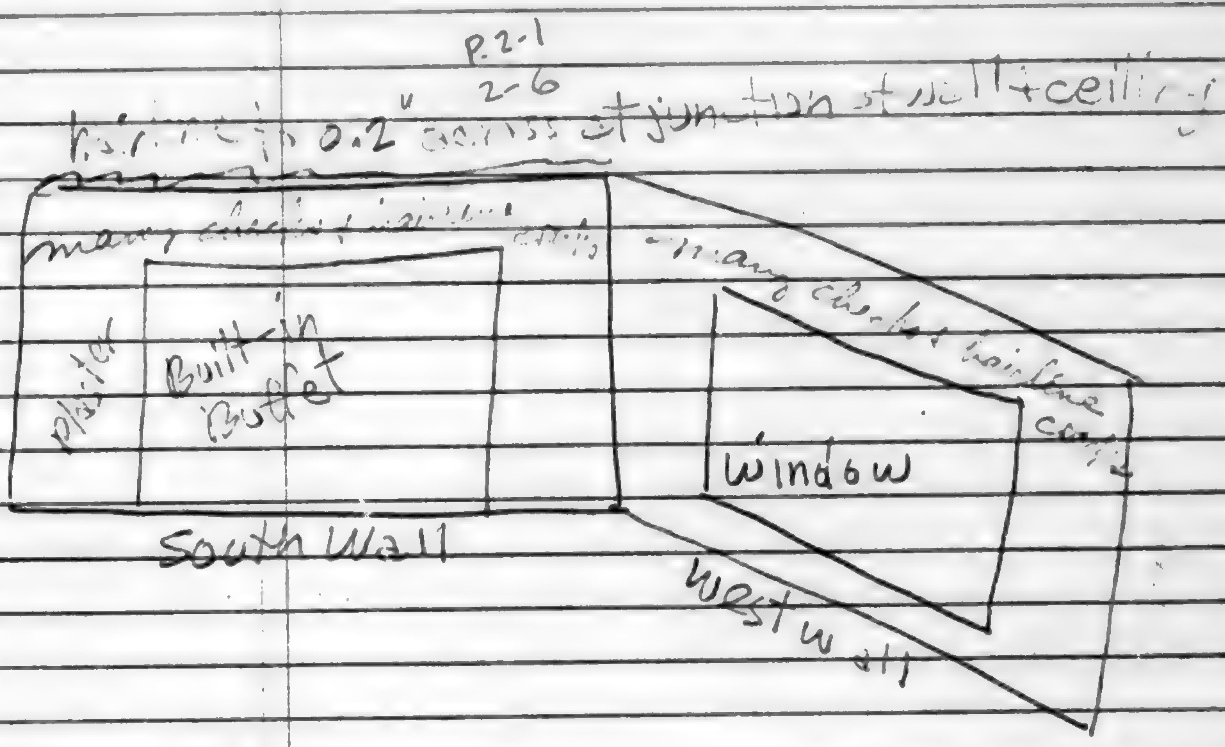
Page #6

Walter J. & C.R. Widmyer
1930 S.W. West Point Cr.

Long Green

5/14/63

DINING ROOM


P.2-1
2-6
hairline 0.2" across at junction of wall + ceiling
many checks + hairline cracks
many checks + hairline cracks
plaster
Built-in Buffet
Window
South Wall
West wall

Plastered ceiling, wall to wall carpeting
East and North walls are mahogany paneled
no visible cracks in ceiling

Walter J. & C.R. Widmer
1730 S.W. West Point Ct.

Long
Green

5/14/63

LIVING ROOM

windows across West side.

wall to wall carpeting

plastered walls & ceiling

no visible cracks

Page #8.

[illegible]alter J. & C.R. Widmer
1730 S.W. West Point Ct.

Long
Green

5/14/63

Basement
Concrete floor, ceiling and walls
many cracks in conc. floor.
no visible cracks in walls or ceiling
furnace room - no visible cracks
all concrete - (floor, walls, ceiling)

P-2-2, 3, 4 along nly side of garage on conc floor

P-2-5 near bottom of basement stairway

Exterior

P-2-7 crack in conc. curb SW corner entrance to garage

P-2-8 crack in conc curb 10' Southeasterly of Ely edge garage door (first joint SE of gar. door)
cracks in 2nd, 4th, 6th, 8th & 10th joints in concrete curb.

P-2-9, 10, 11 cracks in conc. driveway & parking area in front of house

3-2 P-2-12 conc. porch at entrance walk badly cracked at junction of walk & porch

Exterior of house is brick — no visible cracks
" " " trimming also " "

P-3-1 crack in Ely curb of driveway at junction with West Point Court pavement

P-3-2 & 3 & 5 Exterior views of house
conc. ret. wall along SW Montgomery mostly covered by ivy plant

Page #9

alter J. & C.R. Widmer
1730 S.W. West Point Ct.

Long
Green

5/14/63

Conc. retaining wall along SW Montgomery Dr.
[illegible] 0.03" [illegible] at 23± ft. southwesterly
of Nly prop. line.

Walter J & C. R. Widmer
1730 S.W. West Point Ct.

Long
Green

Page # 10

5/14/63

Pictures

Roll #1

Exp #1 - Crack Top E. Wall - No. of Window in N.E. Bedroom

Exp # 2 - Crack in No. Wall Bathroom on main Floor 1st W. of E. Wall

Exp # 3 - Crack in N.W. Cor. of Bath main Floor above bowel.

Exp #4 - Crack in W Wall ~~at~~ over entrance to Dining Room.

Exp #5 - Crack in W. wall of Kitchen over entrance to Dining Room

Exp #6 - Cracks in No. Wall utility Rm. bwt. Freezer & Electric Dryer.

Exp #7 - Cracks in W. Wall in Utility Rm. over washer.

Exp # 8 - Crack in So. Wall of Den above reading Lamps on wall

Exp #9 - Cracks in So. W. Master S.W. Bedroom over reading Lamps on wall

Exp #10 - Crack in E Wall ~~at~~ above tile & above bowel in Bath Rm off of S.W. Bedroom.

Exp # 11 - Crack in Shower Tile in Bath Rm - off S.W. Bedroom

Exp #12 - Crack in Tile Joint bwt. S & W. walls by Tub in Bath off S.W. Bed Rm.

Roll # 2

Exp # 1 - Crack in ceiling So. wall Dining Rm ~~at wall & ceiling above~~ built-in Buffet.

Exp # 2 - Crack in Conc. Gar. Floor 16° fr. Boiler Room door.

Exp # 3 - Crack in Conc. Gar. Floor 10° fr. Boiler Room door.

Walter J. & C.R. Widmer
1730 S.W. West Point Ct.

Long
Green

Page # 11

5/14/63

Pictures

Exp #4 – Crack in Conc. Gar. Floor 4º fr. boiler Room door.

Exp #5 – Crack in Conc. Gar. floor 6º fr. Base. stairway

Ex #6 – Crack in Conc. Gar. floor 3º W. of E. edge. Gar. door.

Exp #7 – Crack in ~~st~~ curb & ~~S Drwy~~ W. side Gar. (Joint)

Exp #8 – Crack in Curb – 2nd Joint E. of E side Gar. door

Exp #9 – Crack in Middle of Front conc. Drwy

Exp #10 – Crack in conc Drwy – (Full width)

Exp #11 – Crack in conc Drwy 10º No. of So. End. (Full width)

Exp #12 – Cracks in Conc. Step to Entrance ~~way~~ Porch.

Roll # 3 –

Exp #1 – Crack in Curb No. end of Front Drwy at St Curb.

Exp #2 – Exterior View fr. SW. West Point Ct.

Exp #3 – Exterior View fr. SW Montgomery Dr.

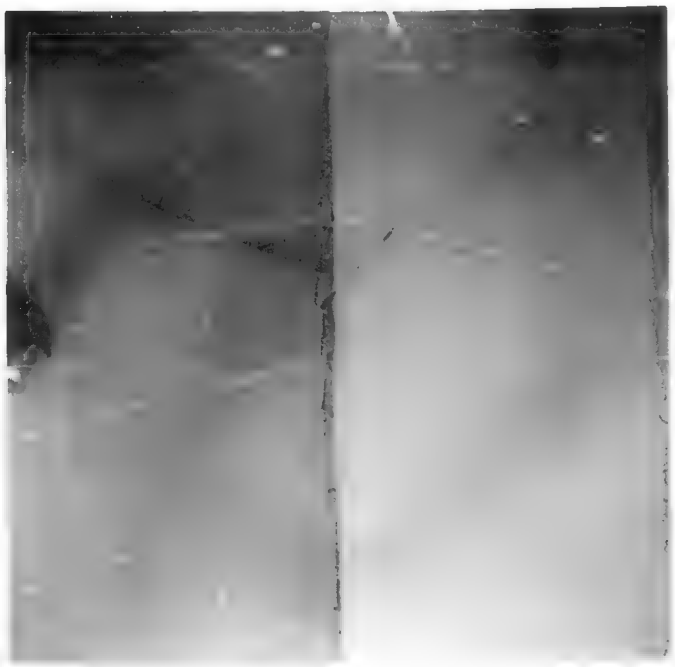
Exp #4 – Crack in Con. Ret. Wall – 23º S. fr. Br. Ret Wall on SW. Montgomery Dr.

Exp #5 = Exterior View fr SW. Montgomery Dr

[illegible]

[illegible]

[illegible]



Current Pictures not included in book

Walter J. & C.R. Widmer home

1730 S.W. West Point Court

July 28, 1970

1-1 (26-1483) [illegible]

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date [illegible]

Sta. No. [illegible]

Photo By [illegible]

Negative filed

Remarks [illegible]

2-7 (26-1483) closed

Prefix or Contr. No. 26-[illegible] Constr.

Job Name [illegible]

Date 7-[illegible]-70

Sta. No. Walter [illegible] & C.R. Widmer 1730 S.W. [illegible]

Photo By [illegible]

Negative filed

Remarks South [illegible] dining room [illegible] built in [illegible]

4-6 (26-1483) [illegible]

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date [illegible]

Sta. No. 1730 S.W. West Point Court

Photo By [illegible]

Negative filed

Remarks [illegible] kitchen [illegible] and door to dining room

same as picture No. 1-5

4-8 & 7 (26-1483) [illegible]

Prefix or Contr. No. [illegible]

Job Name Highlands [illegible]

Date [illegible]

Sta. No. [illegible] 1730 S.W. [illegible]

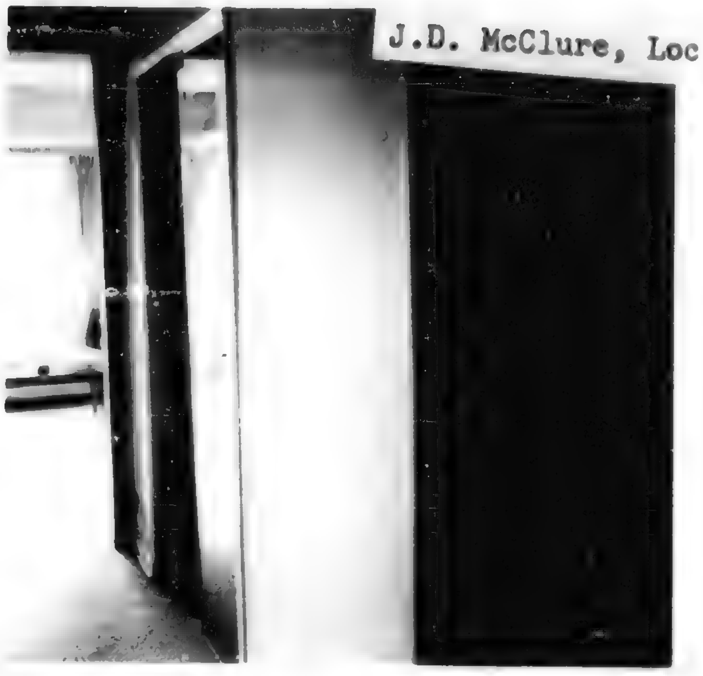
Photo By [illegible]

Negative filed (DOUBLE EXPOSURE)

Remarks [illegible] shower off S.W. bedroom

Photographs of home of
ter J. & Charlotte R. Widmer
1730 S.W. West Point Court
Vista Ridge Tunnel

J.D. McClure, Loc. Eng'r. July 28, 1970



Nly. Wall 7/22/70

Floor by basement door & wall adjacent to Kitchen 7/22/70

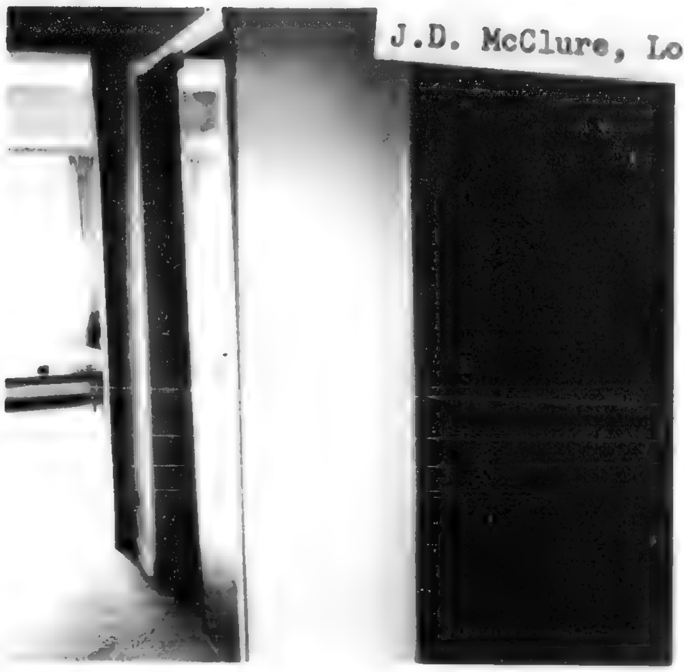
ENTRANCE HALLWAY

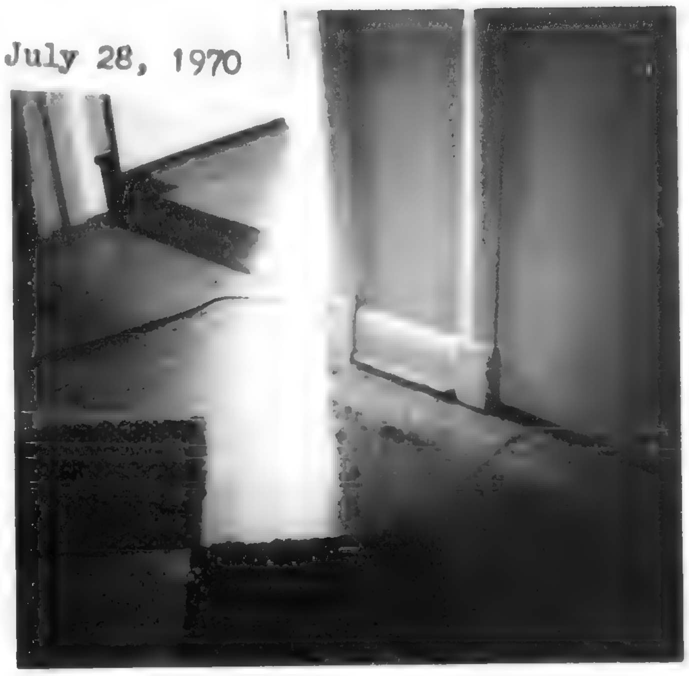
Floor by door to basement 7/22/70

Sly. Wall 7/22/70

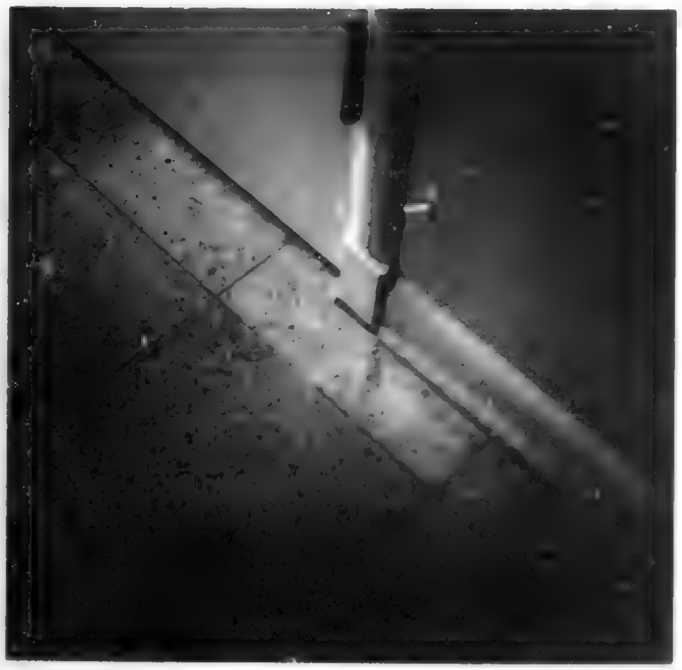
Photographs of home of
ter J. & Charlotte R. Widmer
1730 S.W. West Point Court
Vista Ridge Tunnel

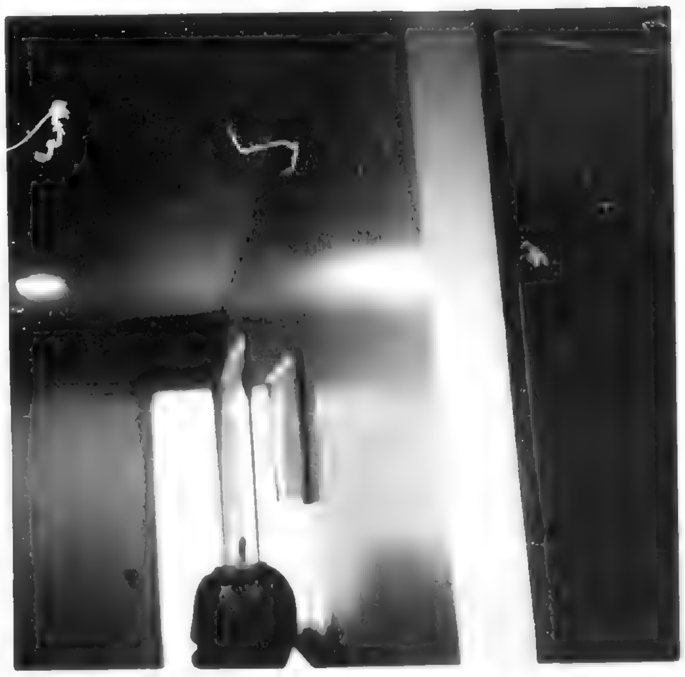
J.D. McClure, Loc. Eng'r. July 28, 1970


Nly. Wall 7/22/70


Floor by basement door & wall adjacent to Kitchen 7/22/70

ENTRANCE HALLWAY


Floor by door to basement 7/22/70


Sly. Wall 7/22/70

A-4

Prefix or Contr. No.

Job Name

Date

Sta. No.

Photo By

Negative filed

Remarks

A-3

Prefix or Contr. No.

Job Name

Date

Sta. No.

Photo By

Negative filed

Remarks

A-2 26-1483) [illegible]

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date 7/22/70

Walter J. & E.R. [illegible]

Sta. No. [illegible]

Photo By Long

Negative filed

Entrance [illegible]

Remarks [illegible]

[illegible]

A-1 26-1483) closed

Prefix or Contr. No. 26-1090-900 [illegible]

Job Name [illegible]

Date [illegible]

Walter J. & E.R. [illegible]

Sta. No. [illegible]

Photo By [illegible]

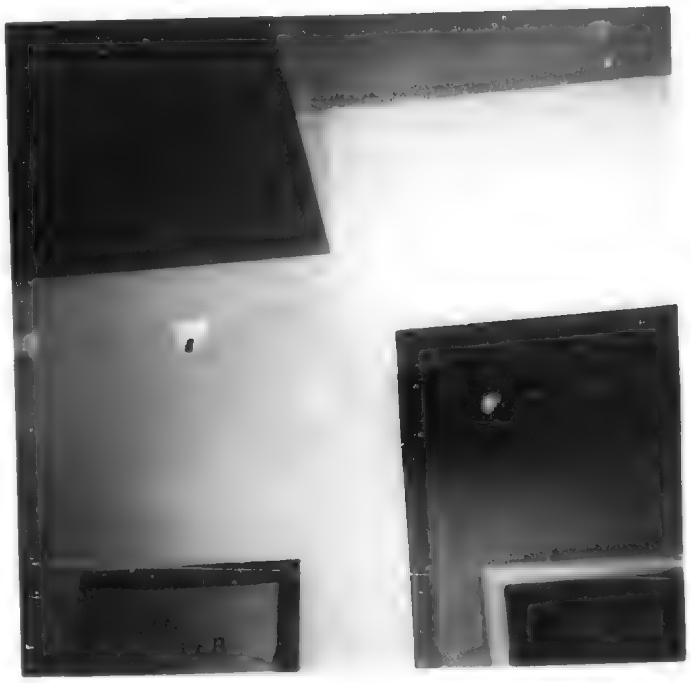
Negative filed

Remarks [illegible]

Dirt streaK on wall to wall carpet
Entry to Dining Room from Entrance Hallway
7-22-70

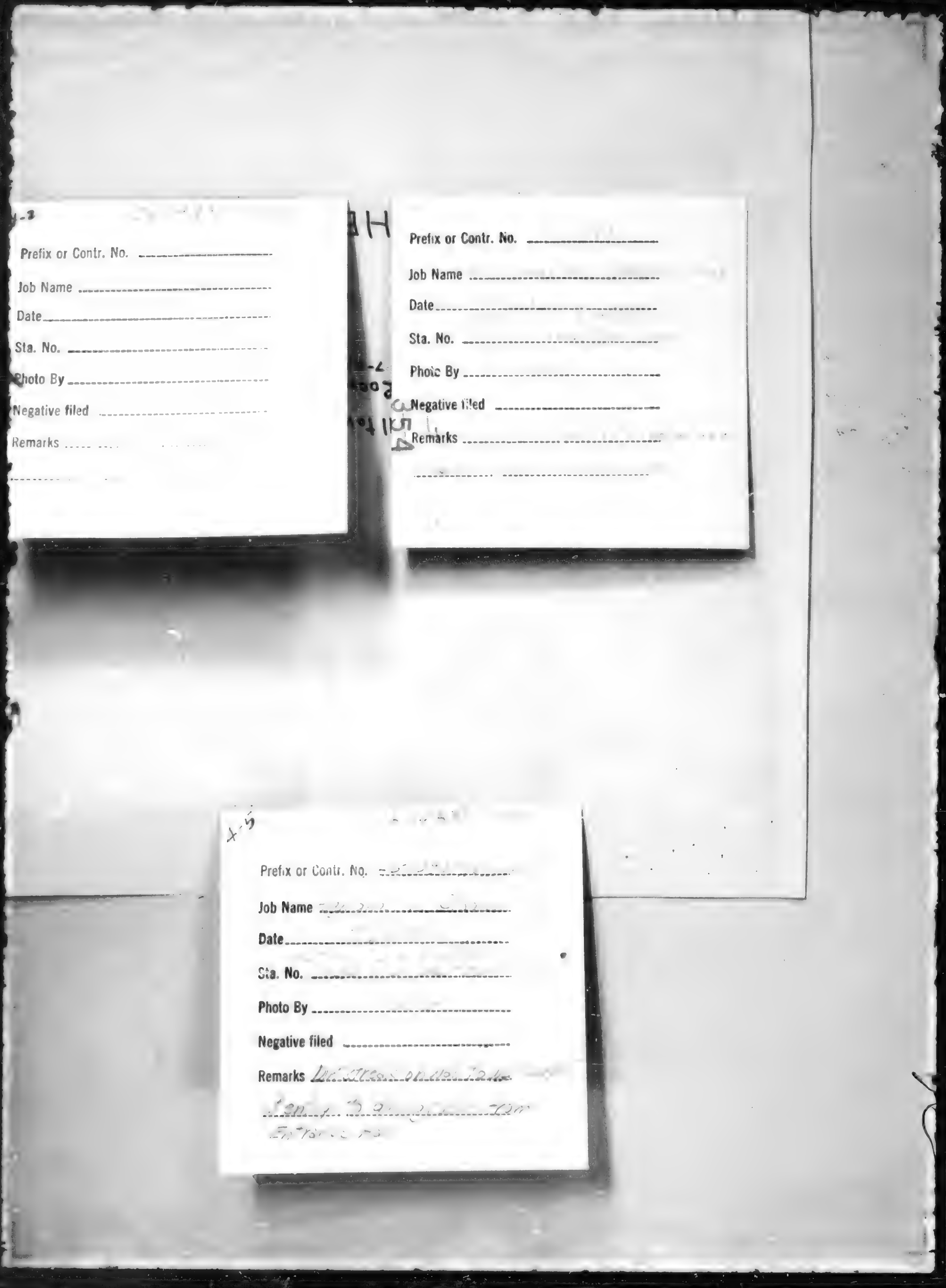
KITCHEN

May 14, 1963



July 10, 1970

Above doorway to Dining Room



-3

Prefix or Contr. No.

Job Name

Date

Sta. No.

Photo By

Negative filed

Remarks

Prefix or Contr. No.

Job Name

Date

Sta. No.

Photo By

Negative filed

Remarks

---

x-5

Prefix or Contr. No.

Job Name

Date

Sta. No.

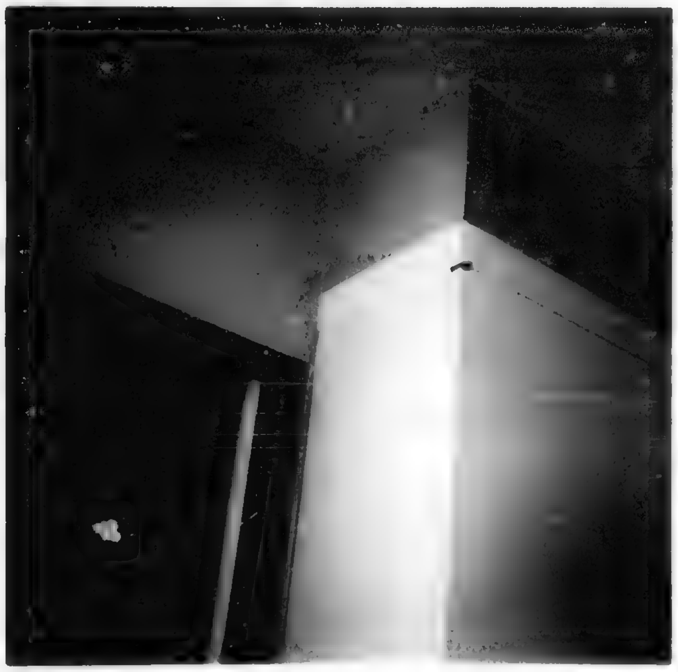
Photo By

Negative filed

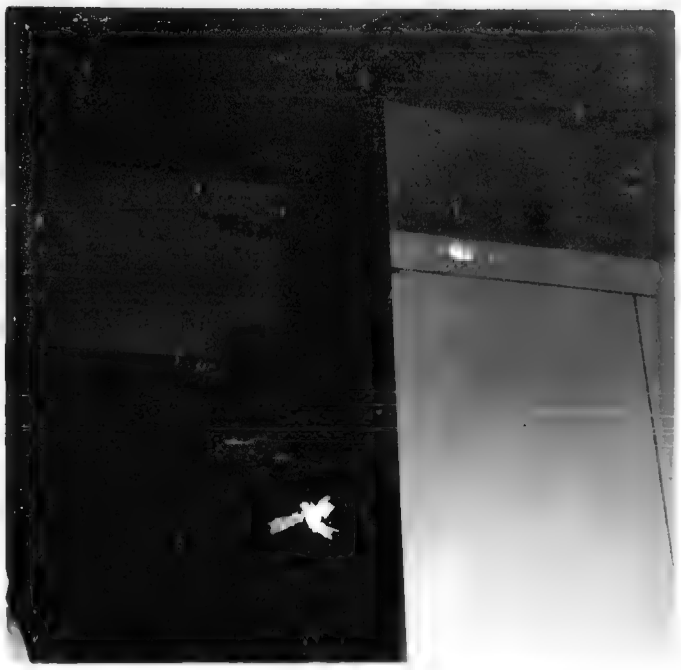
Remarks [illegible]

[illegible]

[illegible]



July 10, 1970

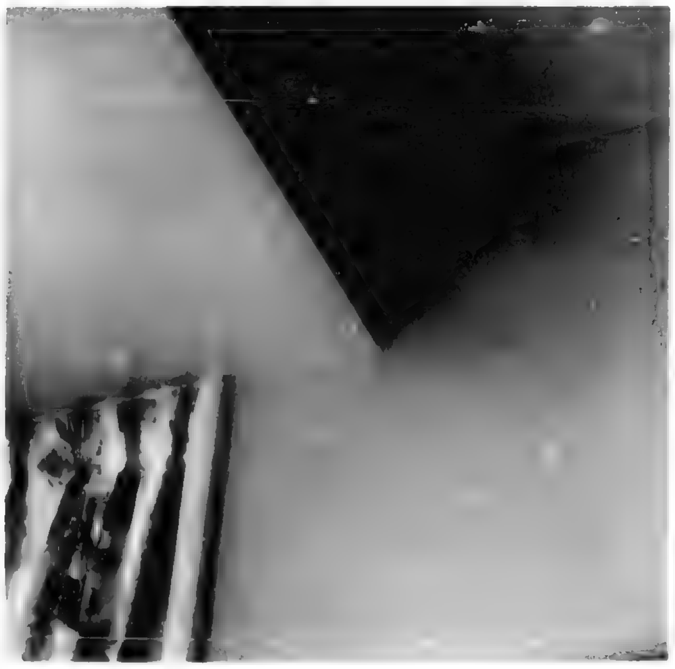


May 14, 1963

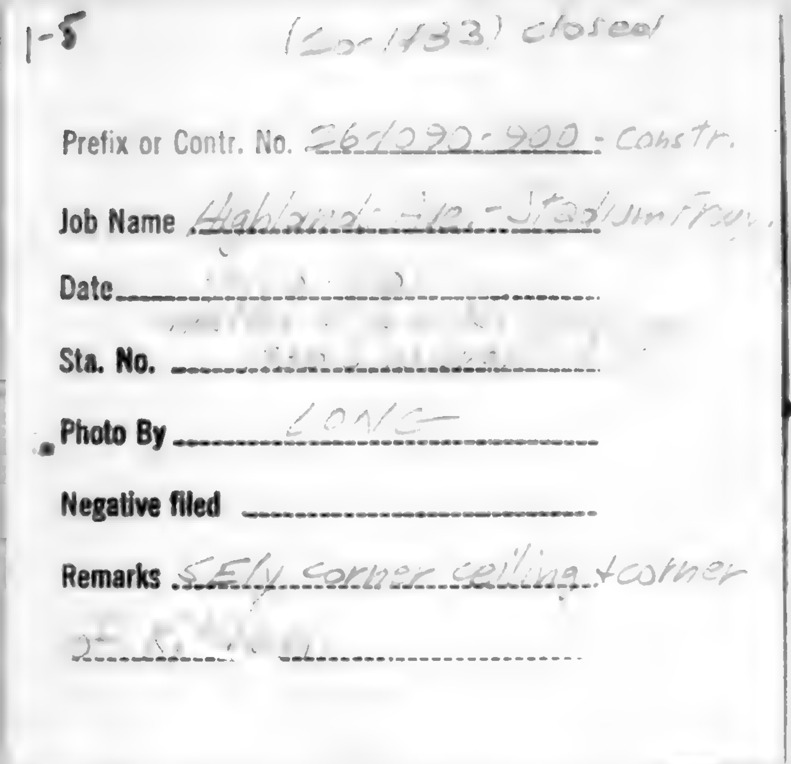
By doorway to Dining Room

KITCHEN

NEly. ceiling corner
7-10-70



SEly. ceiling corner
7-10-70



1-8 (26-1483) closed

Prefix or Contr. No. 26-1090-900 - Constr.

Job Name Highlands Ave. - Stadium Frwy.

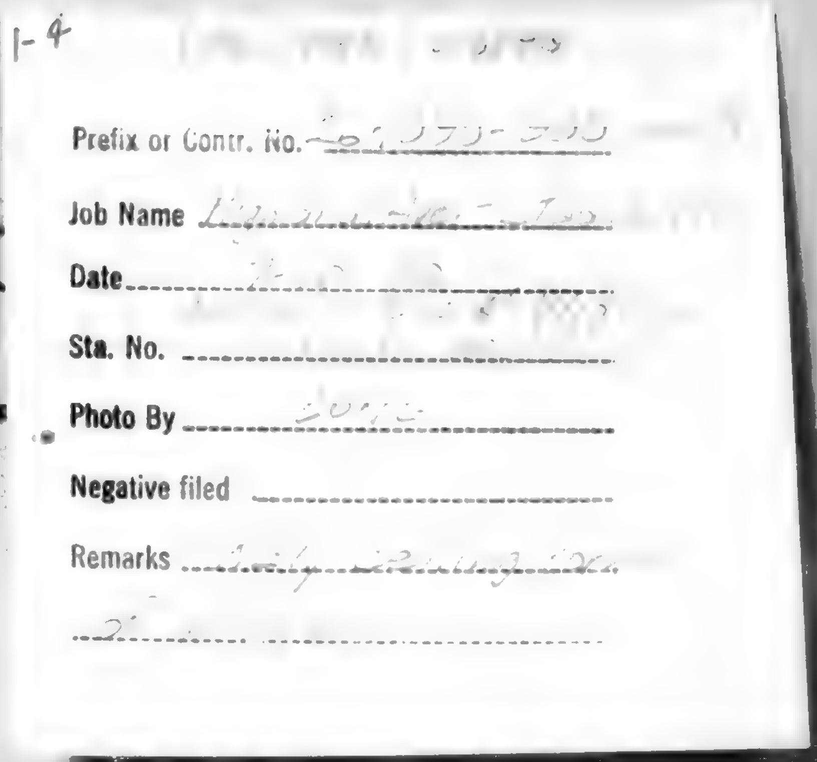
Date [illegible]

Sta. No. [illegible]

Photo By LONG

Negative filed

Remarks SEly corner ceiling + corner of [illegible]



1-4 [illegible]

Prefix or Contr. No. 26-1090-900

Job Name [illegible]

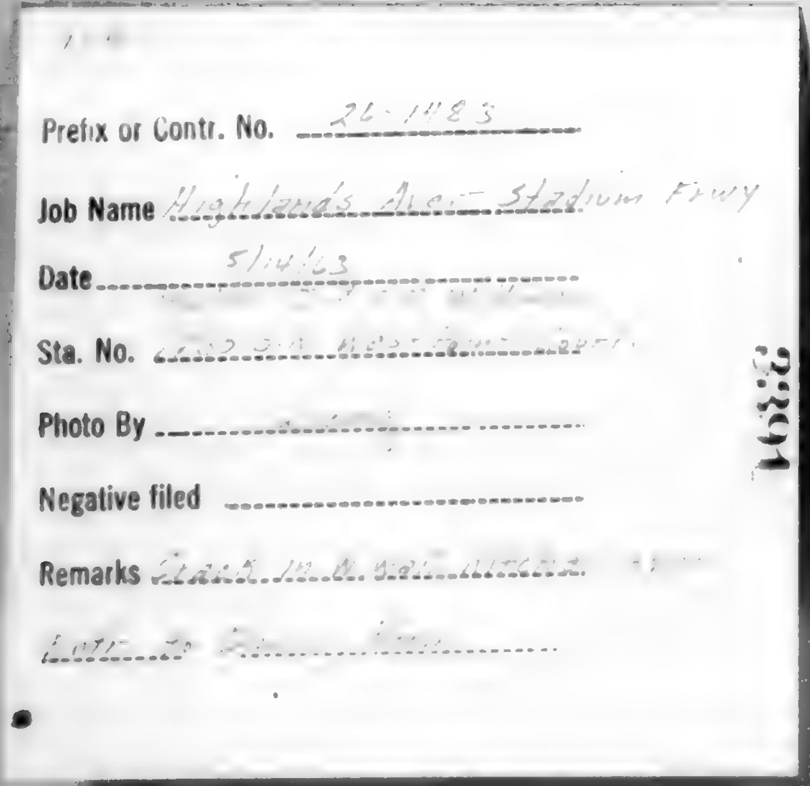
Date [illegible]

Sta. No.

Photo By Long

Negative filed

Remarks [illegible]



Prefix or Contr. No. 26-1483

Job Name Highlands Ave. - Stadium Frwy

Date 5/14/63

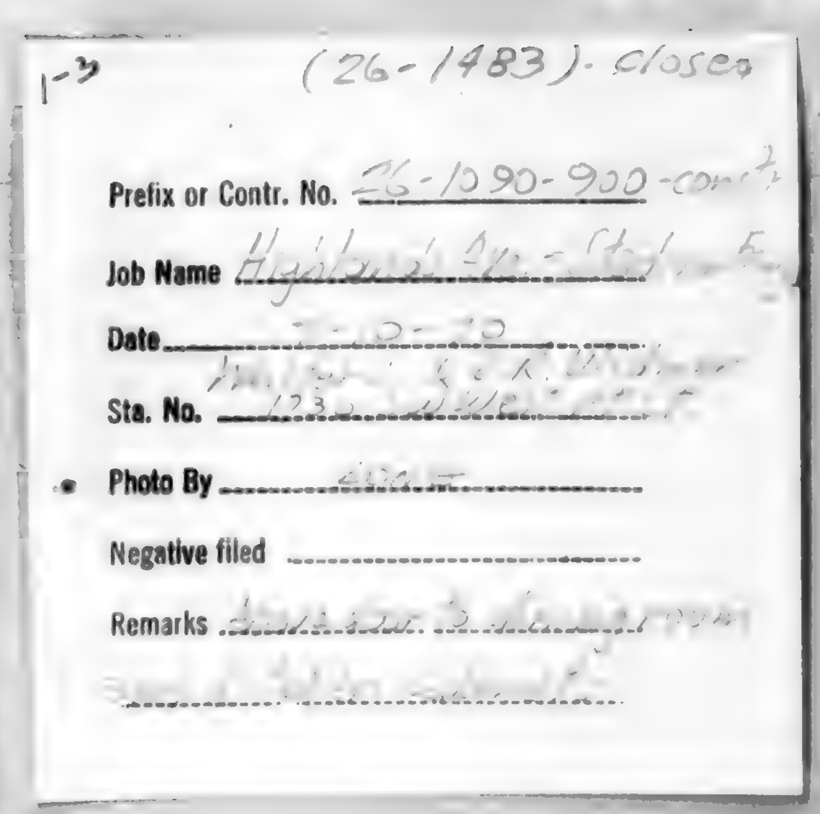
Sta. No. [illegible]

Photo By [illegible]

Negative filed

Remarks Crack in [illegible]

[illegible]



1-3 (26-1483). closed

Prefix or Contr. No. 26-1090-900-constr.

Job Name Highlands Ave. - Stadium Fwy.

Date [illegible]

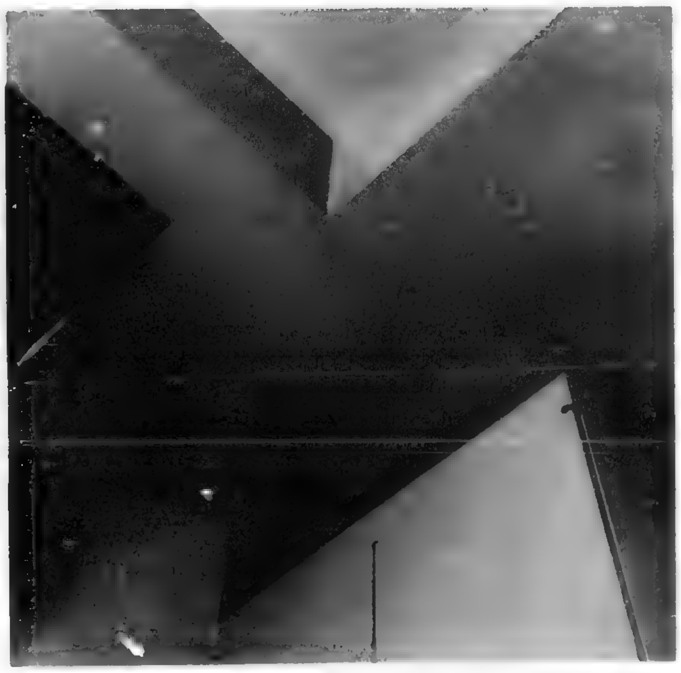
Sta. No. 1230 [illegible]

Photo By Long

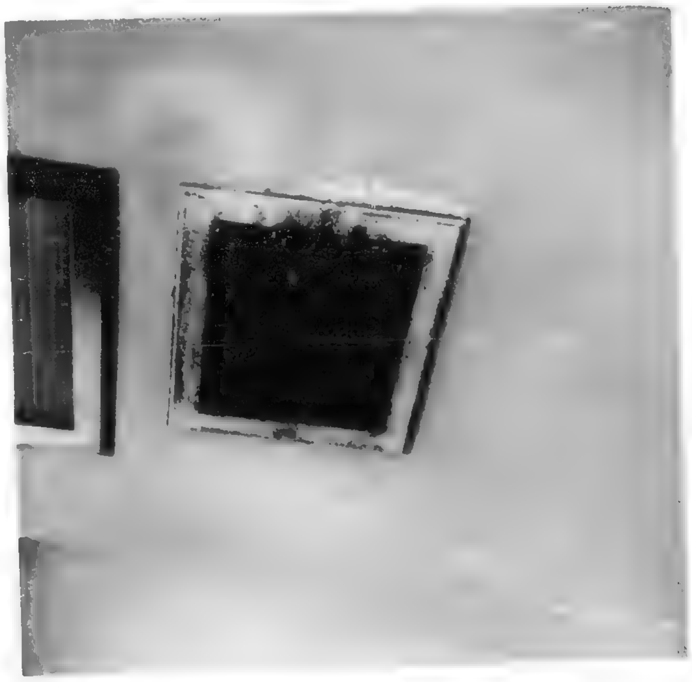
Negative filed

Remarks [illegible]

KITCHEN

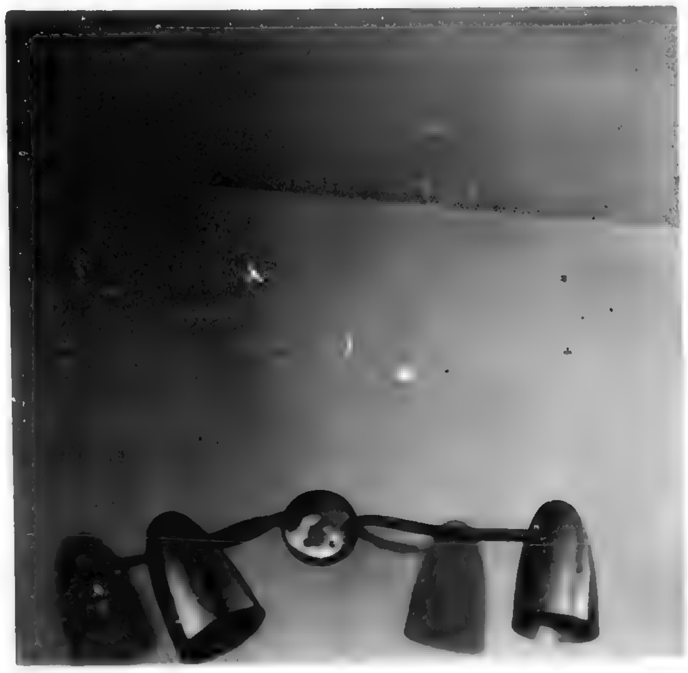


Ely. wall, ceiling & cabinets
7-10-70

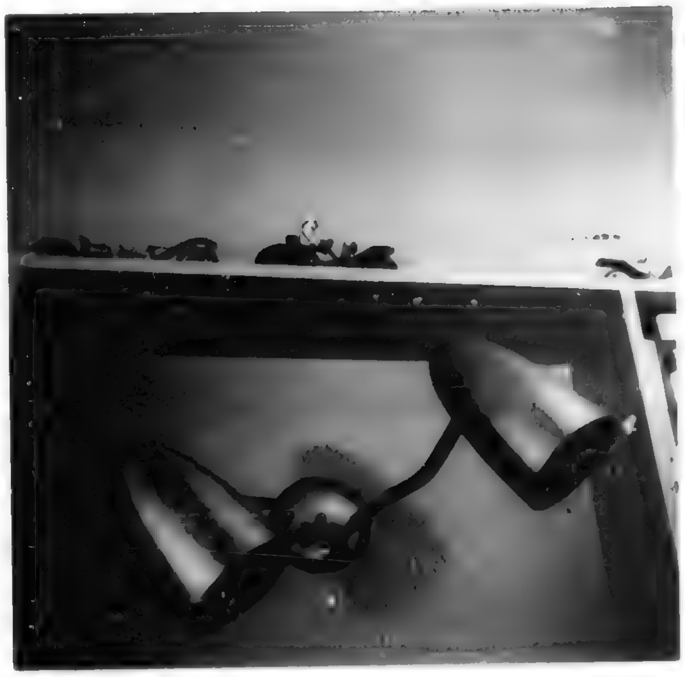


ceiling over range - vent 7-10-70

DEN

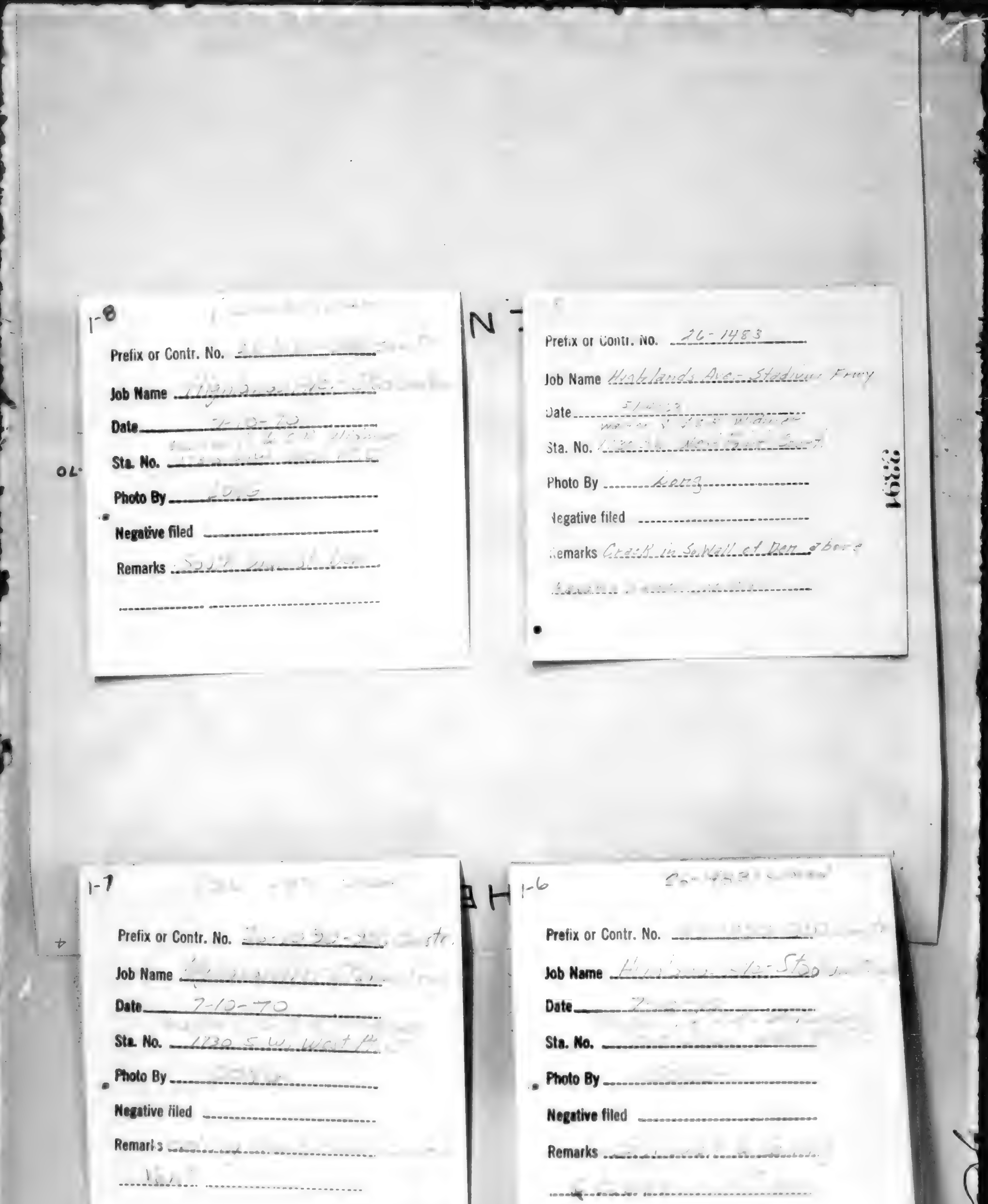


May 14, 1963



July 10, 1970

South Wall



1-8

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date 7-10-70

Sta. No. [illegible]

Photo By [illegible]

Negative filed

Remarks [illegible]

Prefix or Contr. No. 26-1483

Job Name Highlands Ave.- Stadium Frwy

Date 5/[illegible]

Sta. No. [illegible]

Photo By Long

Negative filed

Remarks Crack in So. Wall at Den above

[illegible]

1-7

Prefix or Contr. No. [illegible] Contr.

Job Name [illegible]

Date 7-10-70

Sta. No. 1730 S.W. West [illegible]

Photo By [illegible]

Negative filed

Remarks [illegible]

1-6

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date [illegible]

Sta. No.

Photo By

Negative filed

Remarks [illegible]

North Wall (N.W. corner) DEN 7-10-70

SWly. BEDROOM

May 14, 1963

July 10, 1970

Southerly Wall

1-10 25-1483) closed

Prefix or Contr. No. 26-099- [illegible]

Job Name Highlands - [illegible]

Date [illegible]

Sta. No. [illegible]

Photo By Lonz

Negative filed

Remarks Southerly wall of S.Wly Bedroom

Prefix or Contr. No. 26-1483

Job Name Highlands Ave - Strain [illegible]

Date 5/14/73 Walter J. & C.R. Widmer

Sta. No. 1730 S.W. West Point Court

Photo By Lonz

Negative filed

Remarks Cracks in So. Wall of S.W. Bedroom over bearing beams on [illegible]

1-9 (26-1483) closed

Prefix or Contr. No. 26-099-582

Job Name [illegible]

Date 7-19-72

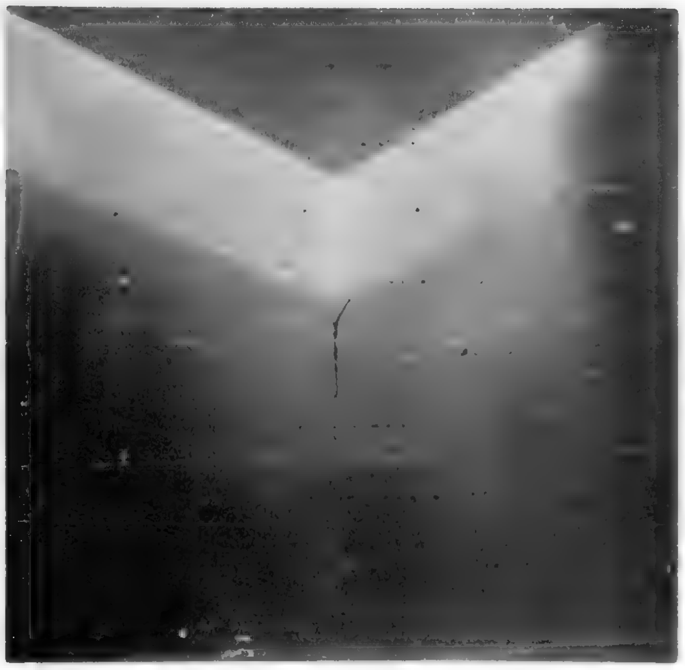
Sta. No. 1730 S.W. West Pt. Ct.

Photo By Lonz

Negative filed

Remarks [illegible]

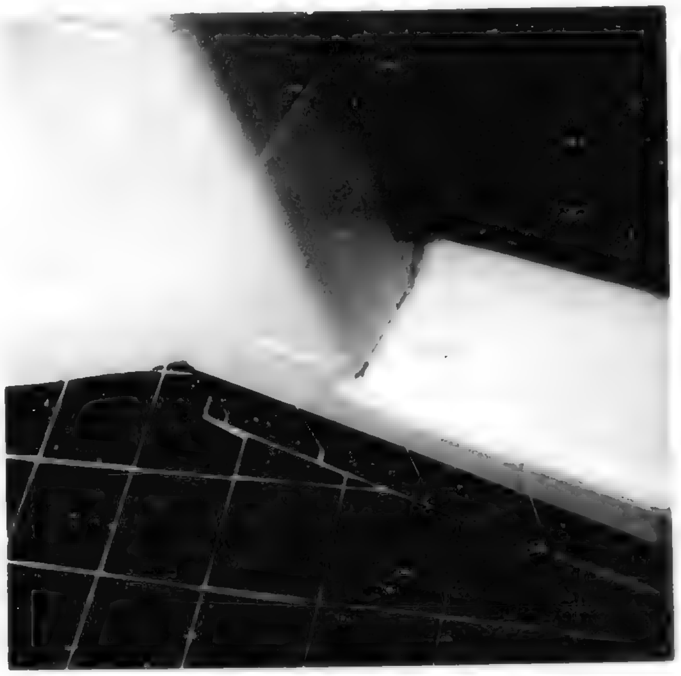
5



May 14 1963 s.w.ly. corner of Shower July 22, 1970

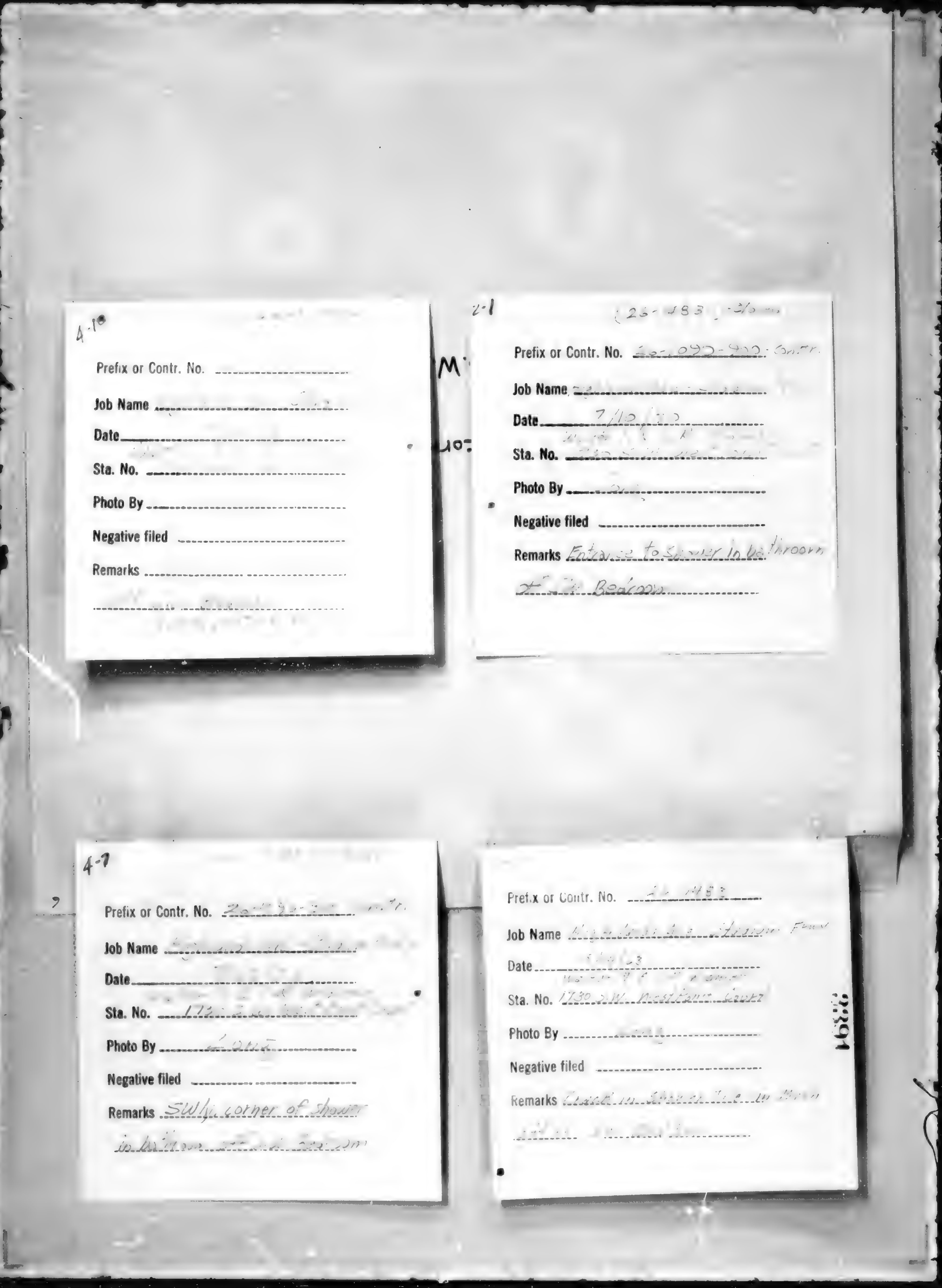
BATHROOM off S.W. BEDROOM

7/10/70



7/22/70

Entrance to Shower



4-10

Prefix or Contr. No.

Job Name [illegible]

Date

Sta. No.

Photo By

Negative filed

Remarks

[illegible]

2-1

(26-483) [illegible]

Prefix or Contr. No. [illegible]-092-[illegible] Contr.

Job Name [illegible]

Date 7/10/[illegible]

Sta. No. [illegible]

Photo By [illegible]

Negative filed

Remarks Entrance to shower in bathroom of [illegible] Bedroom

---

4-7

Prefix or Contr. No. [illegible] Contr.

Job Name [illegible]

Date [illegible]

Sta. No. 173[illegible]

Photo By Long

Negative filed

Remarks SW[illegible] corner of shower in bathroom [illegible] Bedroom

---

Prefix or Contr. No. [illegible]-1483

Job Name [illegible]

Date [illegible]/63

Sta. No. 1730 S.W. Westlane Court

Photo By Long

Negative filed

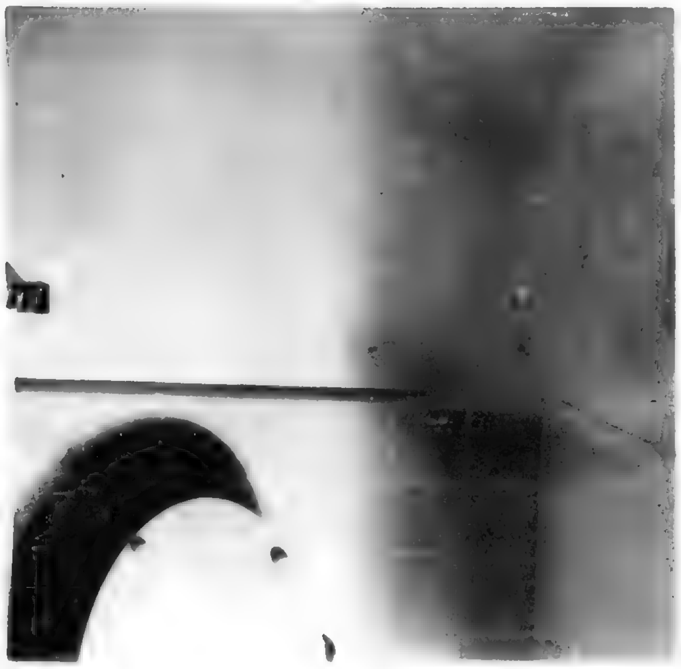
Remarks Crack in Shower [illegible]

[illegible]

Adjacent to toilet 7-10-70

Above & adjacent to toilet 7-22-70

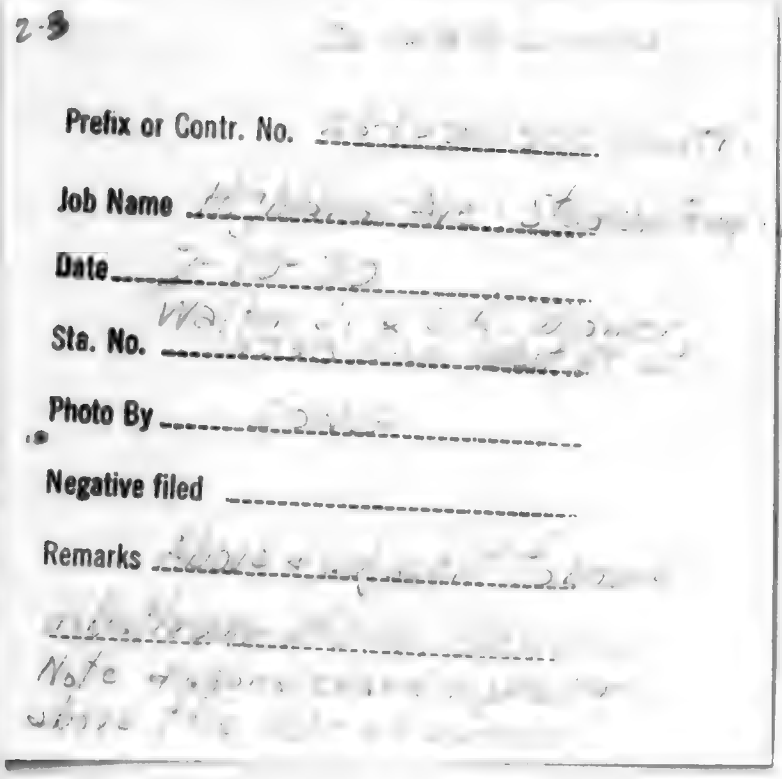
BATHROOM off S.W. BEDROOM



May 14, 1963

July 10, 1970

SEly. corner



2-3

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date [illegible]

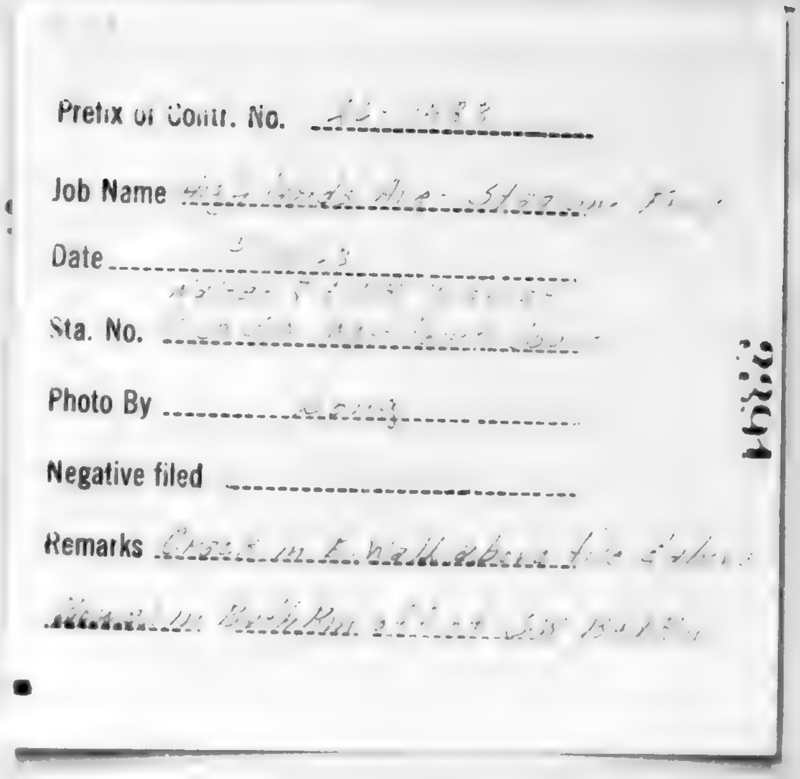
Sta. No. Walter [illegible]

Photo By Long

Negative filed

Remarks [illegible]

Note [illegible]



Prefix or Contr. No. [illegible]

Job Name [illegible] Ave. [illegible]

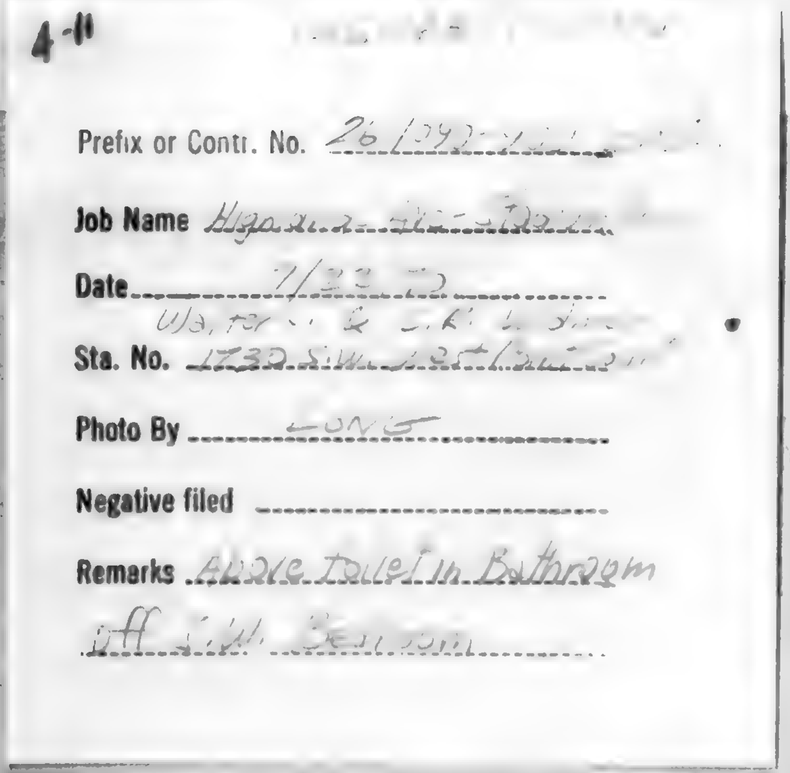
Date [illegible]

Sta. No. [illegible]

Photo By Long

Negative filed

Remarks Crack in E. wall above [illegible] in Bathroom [illegible]



4-11

Prefix or Contr. No. 26 1392-[illegible]

Job Name [illegible]

Date 7/23 70

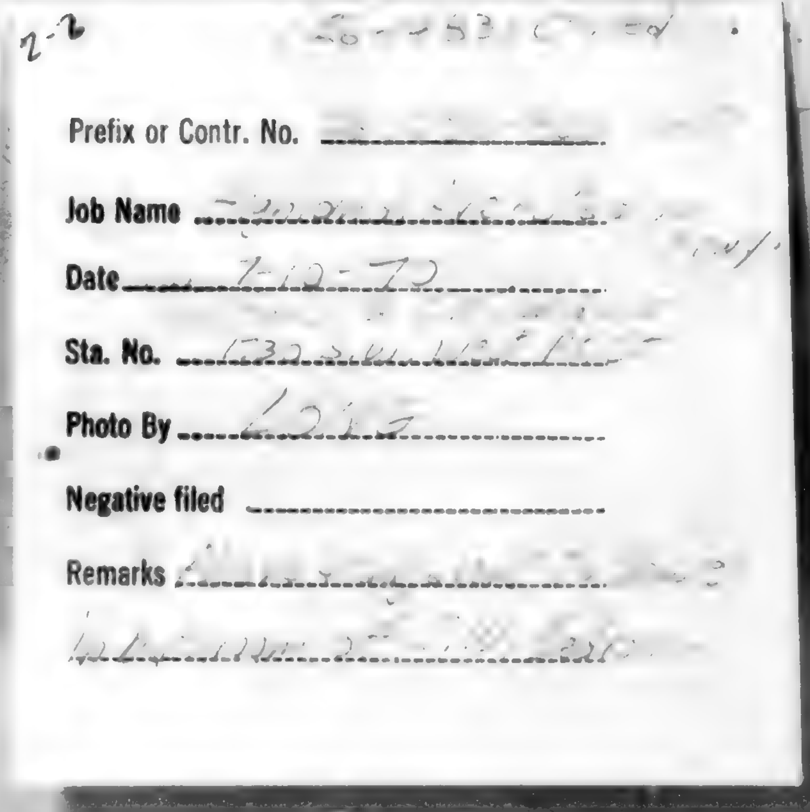
Walter [illegible] & S.K. [illegible]

Sta. No. 1730 S.W. [illegible]

Photo By LONG

Negative filed

Remarks Above toilet in Bathroom off S.W. Bedroom



2-2

26-1483 [illegible]

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date 7-10-70

Sta. No. 1730 S.W. [illegible]

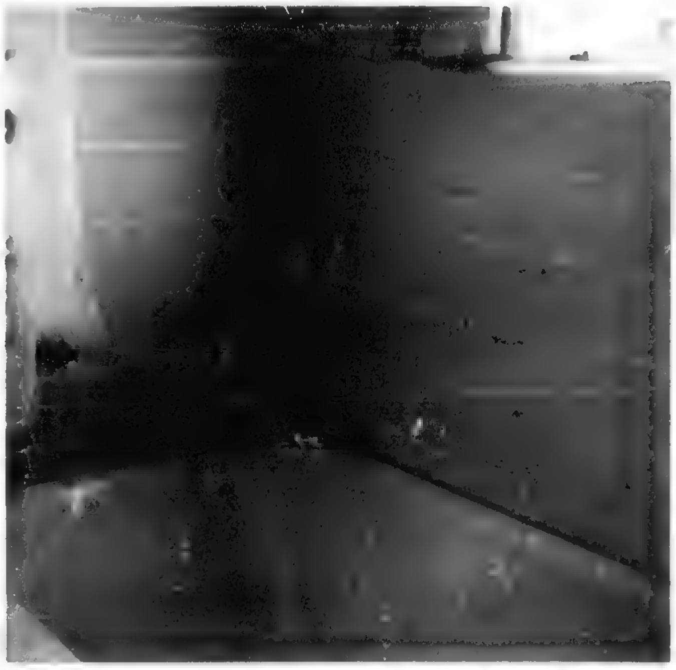
Photo By Long

Negative filed

Remarks [illegible]

BATHROOM off S.W. BEDROOM

May 14, 1963



July 10, 1970

Around Tub & corner of Tile

UTILITY ROOM

May 14, 1963

July 10, 1970

North Wall

2-6 [illegible]

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date 7-10-70

Sta. No. [illegible]

Photo By LONG

Negative filed

Remarks North wall of Kitch[illegible]

Prefix or Contr. No.

Job Name

Date

Sta. No.

Photo By

Negative filed

Remarks

2-4 [illegible]

Prefix or Contr. No. [illegible]

Job Name Highland Ave-[illegible]

Date 7-10-70

Sta. No. [illegible]

Photo By LONG

Negative filed

Remarks [illegible]

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date

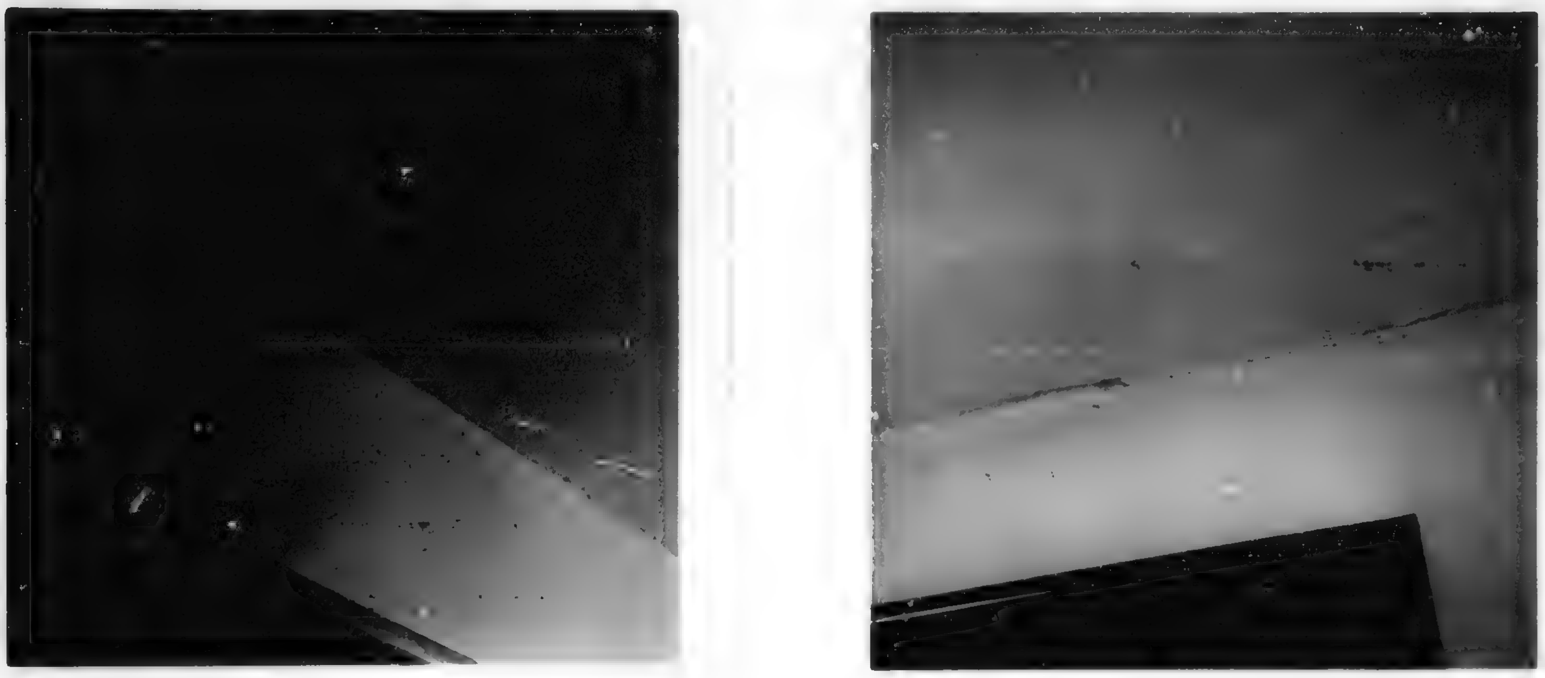
Sta. No. [illegible]

Photo By Long

Negative filed

Remarks [illegible]

DINING ROOM



May 14, 1963

July 10, 1970

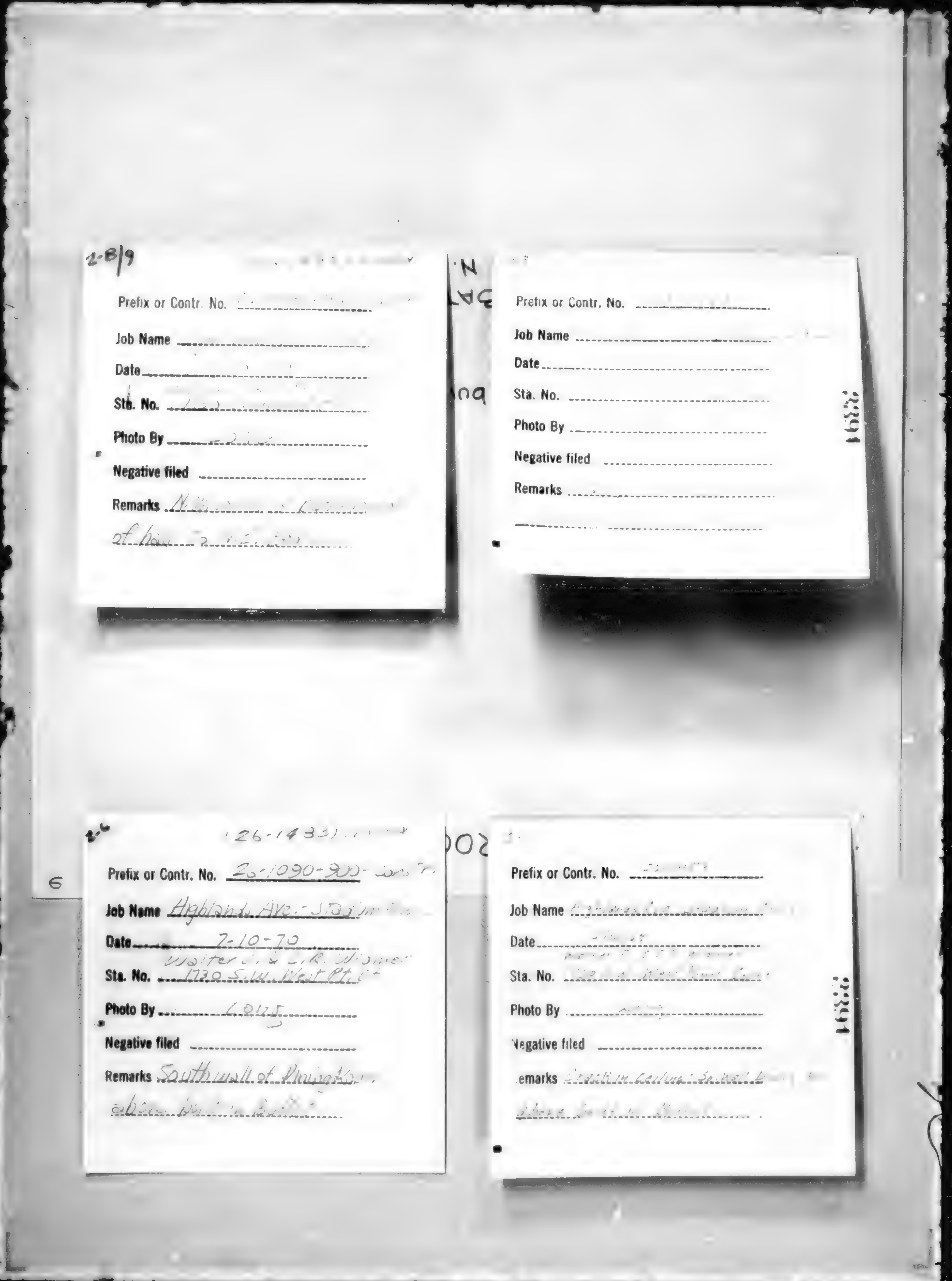
South wall above built-in buffet

GUEST BATHROOM
(Bathroom off of hall to N.E. Bedroom)

May 14, 1963

July 10, 1970

Northwesterly corner



2-8/9

Prefix or Contr. No.

Job Name

Date

Sta. No.

Photo By

Negative filed

Remarks [illegible]

of [illegible]

Prefix or Contr. No.

Job Name

Date

Sta. No.

Photo By

Negative filed

Remarks

(26-1433)

Prefix or Contr. No. 26-1090-900- [illegible]

Job Name Highlands Ave. [illegible]

Date 7-10-70

Walter [illegible] & [illegible] R. [illegible]

Sta. No. 1730 S.W. West Pt. [illegible]

Photo By Lons

Negative filed

Remarks Southwall of [illegible]

[illegible]

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date [illegible]

Sta. No. [illegible]

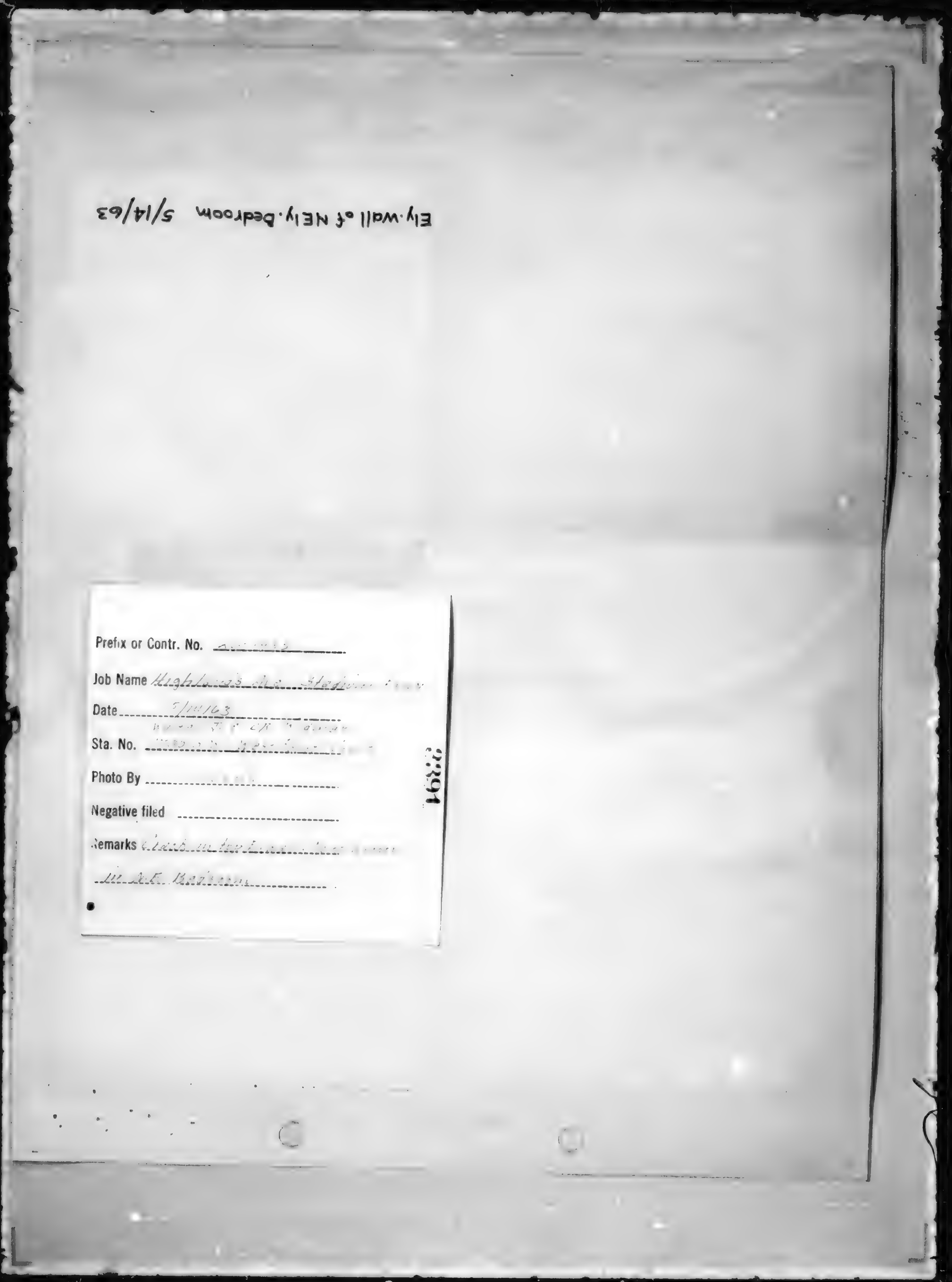
Photo By [illegible]

Negative filed

Remarks [illegible]

[illegible]

Ely. wall of NEly. Bedroom 5/14/63



Ely. Wall of NEly. Bedroom 5/14/63

Prefix or Contr. No. [illegible]

Job Name Highlands [illegible] [illegible]

Date 5/14/63

Sta. No. [illegible]

Photo By [illegible]

Negative filed

Remarks Cracks in [illegible] in N.E. Bedroom

2291

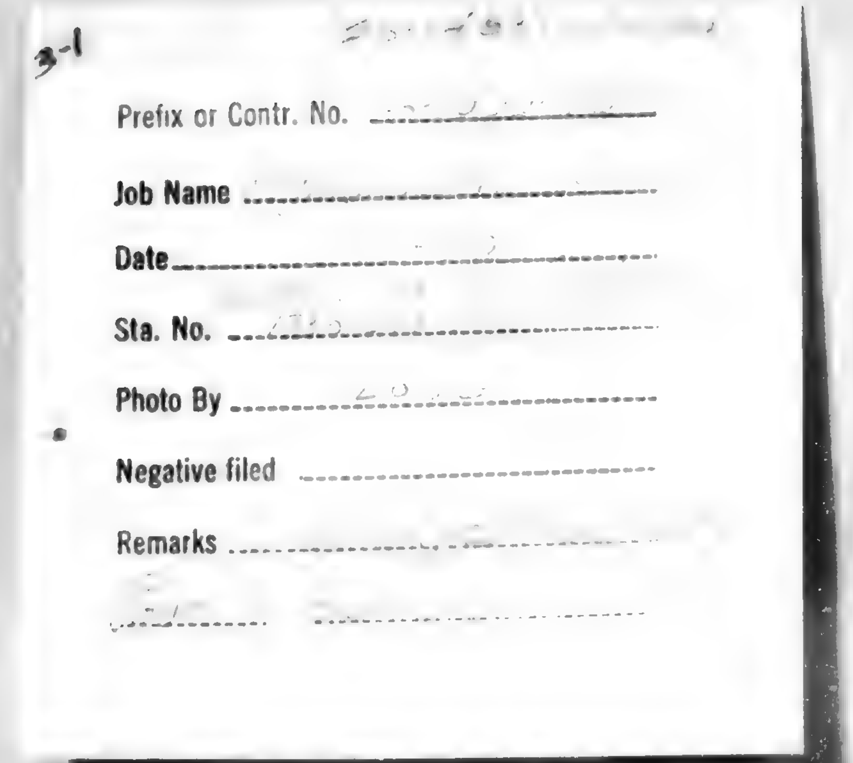
GUEST BATHROOM

Window Sill 7-10-70

Ely entry door & shower 7-10-70

Ely. wall of NEly. Bedroom 7-22-70
(now used as an office)

Hallway by door to Guest Bathroom
(separation by door casing)
7-10-70



3-1 [illegible]

Prefix or Contr. No. [illegible]

Job Name [illegible]

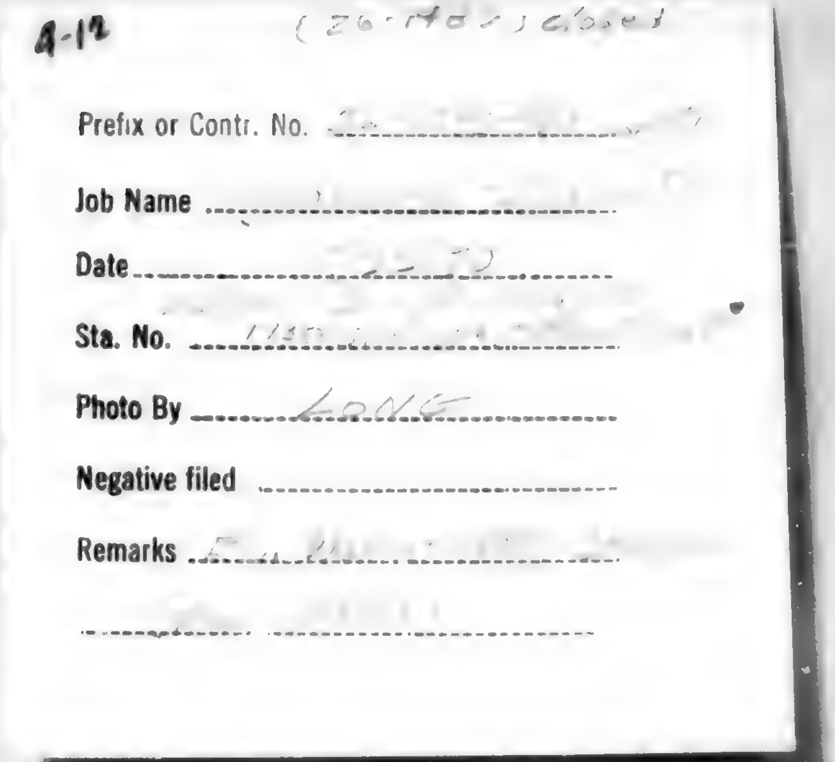
Date [illegible]

Sta. No. [illegible]

Photo By [illegible]

Negative filed

Remarks [illegible]



4-12 (26-1483) closet

Prefix or Contr. No. [illegible]

Job Name [illegible]

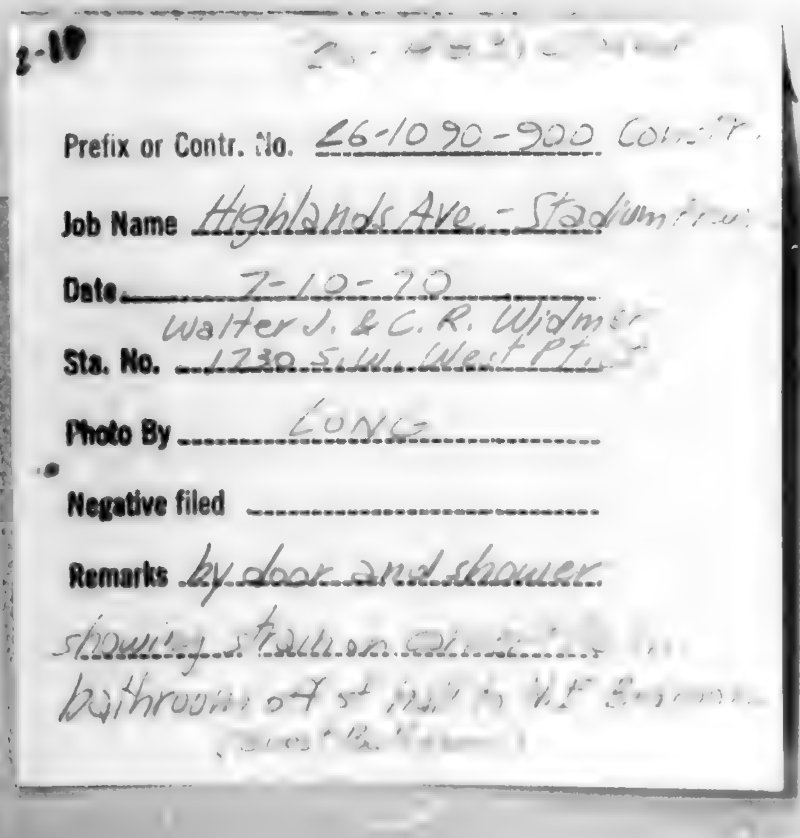
Date [illegible]

Sta. No. 1730 [illegible]

Photo By LONG

Negative filed

Remarks [illegible]



2-18 26-1482) closet

Prefix or Contr. No. 26-1090-900 Const.

Job Name Highlands Ave. - Stadium Frwy.

Date 7-10-70

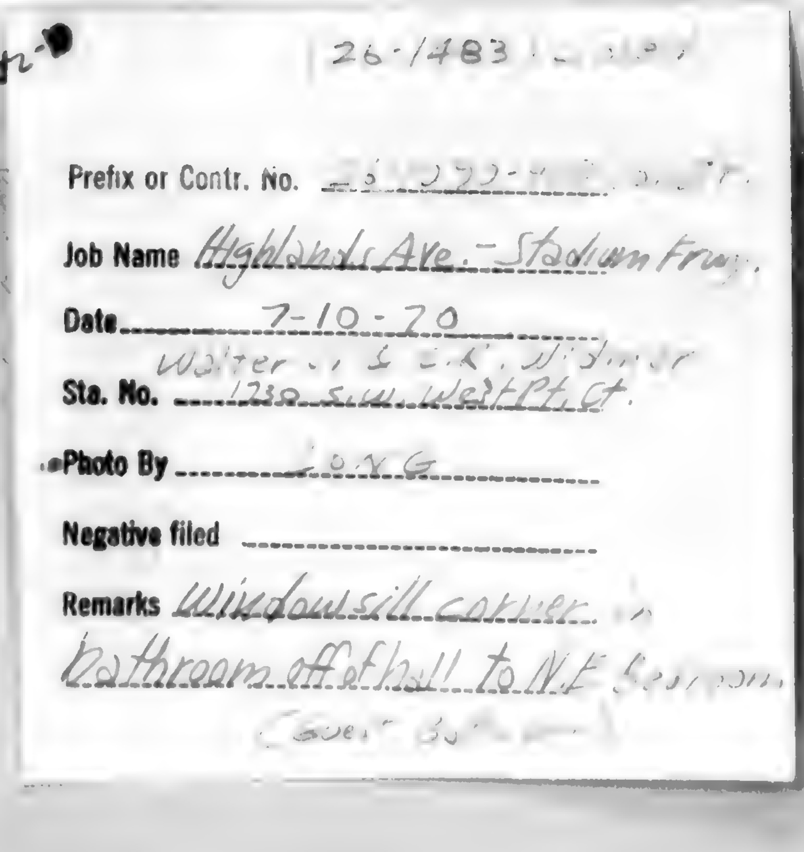
Sta. No. Walter J. & C.R. Widmer 1730 S.W. West Pt. Ct.

Photo By LONG

Negative filed

Remarks by door and shower showing stain on [illegible] in bathroom off 1st hall to N.E. Bedroom (Guest B. Room)

[illegible]



26-1483 closet

Prefix or Contr. No. 26-1090-900 Const.

Job Name Highlands Ave. - Stadium Frwy.

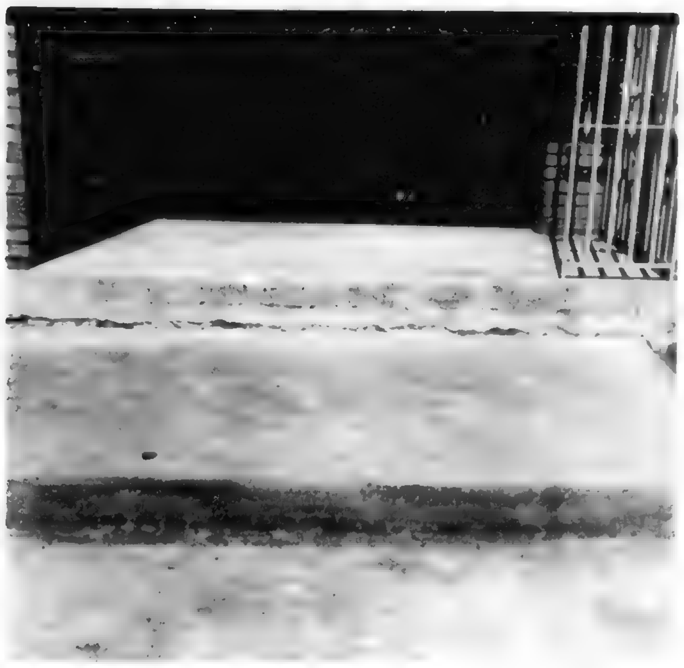
Date 7-10-70

Sta. No. Walter J. & C.R. Widmer 1730 S.W. West Pt. Ct.

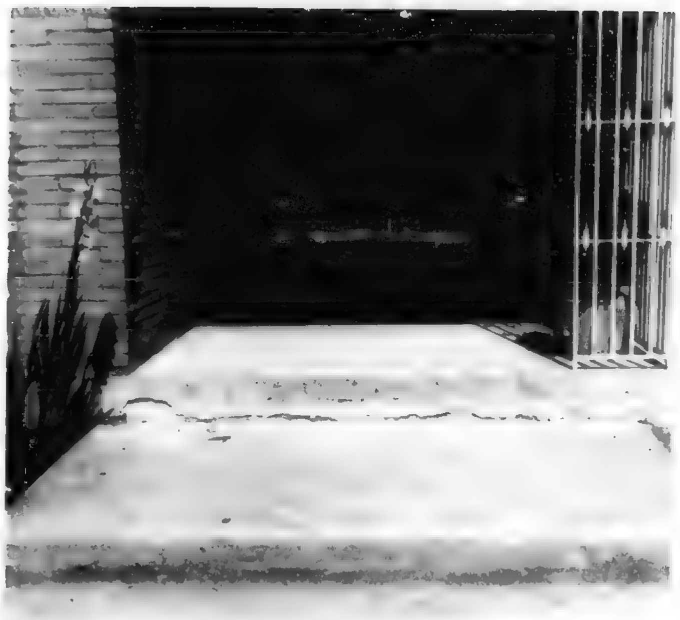
Photo By LONG

Negative filed

Remarks Windowsill corner in bathroom off of hall to N.E. Bedroom (Guest B. Room)



May 14, 1963



July 10, 1970

FRONT ENTRANCE PORCH & STEPS

FRONT ENTRANCE PORCH & STEPS

July 10, 1970

May 14, 1963

3-2 (26-1483) closed

Prefix or Contr. No. 26-1090-900 [illegible]

Job Name Highlands Ave. - Sta[illegible]

Date 7-10-70

Sta. No. walter J. & L.A. [illegible] 1730 S.W. West Pt. [illegible]

Photo By LONG

Negative filed

Remarks Front entry Porch

Prefix or Contr. No. [illegible]

Job Name [illegible]

Date [illegible]

Sta. No. [illegible]

Photo By [illegible]

Negative filed

Remarks [illegible]

[illegible]

2391

11

RECEIVED
NOV 12 1970
FOR FILING

E-11-318(A)
7122

October 8, 1970

Drake-Ashton
1740 N. W. Flanders Street
Portland, Oregon 97209

92

Gentlemen:

The State Highway Commission at its meeting on September 30, 1970 advanced the completion dates from November 15, 1968 and June 15, 1970 to February 25, 1969 and August 24, 1970, without assessment of liquidated damages on Contract No. 7122. This contract was for work on the Vista Ridge Eastbound Tunnel of the Sunset Highway in Multnomah County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
Ivan D. Merchant
V. E. Skoog
R. L. Schroeder
Harry Oswald
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 10, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

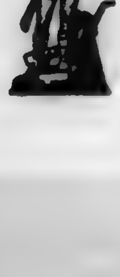
SUBJECT: Oregon Project FU-318(11)
Vista Ridge (Westbound) Tunnel
Time Extension

Johnson
cy. file 9-11-70

For the reasons given in your September 8 letter I agree that the specified completion dates of November 15, 1968, and June 15, 1970, should be advanced to February 25, 1969, and August 24, 1970, without assessment of liquidated damages against the contractor.

RECEIVED
SEP 15 1970
BRIDGE DIVISION

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 5 - 1970

FOR FILING

F.U-318(11)

7122

October 5, 1970

The Aetna Casualty and Surety Company
1201 S. W. 12th
Portland, Oregon 97205

The Travelers Indemnity Co.
700 Main Street
Hartford 15, Connecticut

Gentlemen:

On October 1, 1970, we wrote to you concerning release of final payment on Contract No. 7122 awarded to Drake-Winston for work on the Vista Ridge Westbound Tunnel Section of the Sunset Highway in Multnomah County.

Final payment on this contract is $122,204.56 and the total contract amount is $3,746,224.89 including $49,244.36 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Drake-Winston
1740 N. W. Flanders St.
Portland, Oregon 97209

Frank Morgan
Ivan Merchant
L. W. Rulien
V. E. Skoog
Attn: John Herr

RECEIVED
OCT 1 - 1970
FOR FILING

E-11-318 (11)
7122

October 1, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 24, 1970, on Contract No. 7122. The contract was with Drake-Winston and was for grading, paving, structures, tunnel, signing and illumination on the Vista Ridge Westbound Tunnel Section of the Sunset Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 1, 1970, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
A. E. Johnson
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. L. Schroeder

ms sr

RECEIVED
SEP 28 1970
FOR FILE

F-11-318(11)

7122

September 21, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 8
September 29, 1970 meeting

Gentlemen:

Donald M. Drake Company and Winston Brothers Company, joint venture contractor for the construction of the Vista Ridge Westbound Tunnel Section of the Sunset Highway in Multnomah County, Contract 7122, has requested that the completion date for the work be advanced from the specified date of June 15, 1970, to the actual completion date of August 24, 1970, without assessment of liquidated damages. The contractor cites extra work in the form of furnishing and installing a standby electric generator for tunnel lighting as his reason for failure to complete the work on time.

Contract specifications provide that the eastbound tunnel be completed and opened to traffic on or before November 15, 1968, and that all work be completed on or before June 15, 1970.

The eastbound tunnel was opened to traffic February 25, 1969. Delay in opening this structure to traffic was due to conditions imposed by the City of Portland in issuing a blasting permit for work in westbound tunnel and the State's desire to open both the N. W. Johnson Street-Montgomery Street Section of the Stadium Freeway and the eastbound Vista Ridge Tunnel at the same time.

The westbound tunnel, to be completed on or before the June 15, 1970, date, was completed to a stage that permitted its being opened to traffic March 3, 1970, which was well within the specified completion date, and was completed on August 24, 1970. Delay in completing the work was due to extra work involved in furnishing and installing a standby electrical generator for the tunnel lighting system.

I recommend that the specified dates of November 15, 1968, and June 15, 1970, be advanced to February 25, 1969, and August 24, 1970, without assessment of liquidated damages. This waives all liquidated damages.

This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the September 29 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
Ivan D. Merchant
F. D. Morgan
V. E. Skoog
R. L. Schroeder

CAG:ag sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7122 Contractor Drake - Winston

Highway Sunset

Section Vista Ridge Westbound Tunnel

Kind of Work Grading, Paving, Structures, Tunnel, Signing and Illumination

It is recommended that such extension be granted as requested under the following terms and conditions:

The extension is justified due to the addition of extra work to the contract, thus requiring additional time for completion.

Contract No. 7122

Project designation F-U-318(11) State—Federal

Date awarded February 16, 1968

Work started February 27, 1968

Per cent completed 100% - August 24, 1970 Date

Specified completion date a) Nov. 15, 1968 b) June 15, 1970

Previously extended to None

Extension requested to August 24, 1970

Recommended for Approval:

Assistant Division Engineer

Ivan V. Merchant

~~Construction Engineer~~ or Bridge Engineer

A. E. Johnson

Assistant State Highway Engineer

Form E-320-3M—9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date August 17, 1970

Gentlemen:

We, the undersigned, respectfully request an extension of 70 ~~47~~ calendar days time, from June 15, 1970, to ~~July 31~~ Aug. 24, 1970, within which to complete our Contract No. 7122, described as follows:

Grading, Paving, Structures, Tunnel, Signing and Illumination, Vista Ridge Westbound Tunnel Section, Sunset Highway, Multnomah County, Oregon

The above request is based upon the following reasons:

Extra Work Order No. 21 was authorized on February 6, 1970, which included furnishing special equipment not readily available, requiring special order and extended delivery date. Equipment was late in arriving. Special protective signing had to be installed after the arrival of this equipment, as well as adjustments to the equipment were required.

Respectfully submitted,

DRAKE-WINSTON, JOINT VENTURERS
Contractor

By John R. Gray
John R. Gray, Project Manager

CONSENT OF SURETY

Date August 17, 1970

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

James F. Darby
James F. Darby, Attorney-in-fact

(SEAL)

Resident Agent

State Printing 78755

RECEIVED
SEP 10 1970
FOR FILING
F-U-318 (11)
113+

September 8, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Vista Ridge (Westbound) Tunnel
Contract No. 7122
FAP F - U - 318 (11)

Contract specifications provide that the eastbound tunnel be completed and opened to traffic on or before November 15, 1968 and that all work be completed on or before June 15, 1970.

By memo of January 23, 1969 (08-35-DA) you approved our request to waive liquidated damages on the November 15, 1968 completion date due to conditions in connection with the blasting permit and the advantages to traffic in opening the Stadium section and the eastbound tunnel concurrently. The eastbound tunnel was opened to traffic February 25, 1969.

The westbound tunnel, to be completed on or before the June 15, 1970 date, was completed to a stage that permitted its being opened to traffic March 3, 1970, which was well within the specified completion date, and was entirely completed on August 24, 1970. Delay in completing the work on the contract was due entirely to obtaining electrical material and equipment required to complete work authorized by Order for Extra Work No. 21, which was approved by your office January 9, 1970.

With your concurrence, I propose to recommend to the Highway Commission that the specified dates of November 15, 1968 and June 15, 1970 be advanced to February 25, 1969 and

August 24, 1970 without assessment of liquidated damages against the contractor. This waives all liquidated damages.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

CAG:ew mc

bc R. L. Porter
Tom Edwards
Ivan D. Merchant
F. D. Morgan
R. L. Schroeder

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Vista Ridge Westbound Tunnel	WEEK ENDING: August 29, 1970	SECTION PREFIX: 26-1090
HIGHWAY: Sunset	COUNTY: Multnomah	
NAME OF JOB: Vista Ridge Westbound Tunnel	KIND OF WORK: Tunnel, Paving, Grading, Struct., Signing & Illumination	
CONTRACTOR: Drake - Winston	CONTRACT NUMBER: 7122	FEDERAL AID PROJECT NUMBER: F-U-318(11)
DATE OF CONTRACT: February 16, 1968	DATE WORK STARTED: February 27, 1968	ESTIMATED COMPLETION DATE: August 24, 1970 (Completed)
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS:	WORK DAYS USED: CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $4,233,919.50	SPECIFIED COMPLETION DATE: (a) 11/16/68, (b) 6/15/70	PERCENT OF TIME ELAPSED: 108.8
EXCLUSIVE OF ENGINEERING: $3,932,840.78	ENGINEERING AUTHORIZATION: $301,078.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,762,815.22	ENGINEERING COST TO DATE: $384,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.3
ESTIMATED PERCENT XXXXXXX UNDERRUN: UNDERRUN 2.14 %	PERCENT OF AUTHORIZATION: 127.5 %	DATE PROJECT WAS COMPLETED: (a) 2/16/69, (b) 8/24/70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Tunl. Exc.		Conc. Pav't.
100	100	100	100	100	100		100

	GRADING	SURFACING	~~MAINTENANCE MATERIAL~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.46	0.46	0.18	0.46	0.62
MILES PARTIALLY COMPLETED	0.00	0.00	0.00	0.00	0.00
MILES COMPLETED	0.46	0.46	0.18	0.46	0.62
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,300 CY	31,240 T	53,000 CY	10,000 T	13,000 SY
TOTAL QUANTITIES CORRECTED TO DATE	7,894 CY	19,380 T	53,159 CY	8,880 T	13,000 SY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,894 CY	19,380 T	53,159 CY	8,880 T	13,000 SY
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1-½ Ton Pickup.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	18th Ave 9392	WB Tunnel 9103-B	Tiling WB Tunnel	Signing	Lighting EB Tunnel	Tiling EB Tunnel	Lighting WB Tunnel	Rdwy. Illum.
PERCENT	100	100*	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			* Does not include tiling or lighting.
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Ptly Cloudy			
SATURDAY				BEN GIFFORD

Routing
Bond
Walker
Boehme
Litchfield

RECEIVED
AUG 31 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

August 23 SUNDAY	No activity.
August 24 MONDAY	Completed painting under EWO No. 21. PROJECT COMPLETED
August 25 TUESDAY	No activity.
August 26 WEDNESDAY	Completed testing emergency generator.
August 27 THURSDAY	
August 28 FRIDAY	
August 29 SATURDAY	

REMARKS

Completed project.

SIGNED Harry W. Oswald LOCATION Portland, Oregon
Harry W. Oswald, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
SEP 9 - 1970
FOR FILE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • [illegible]

F-U-318(11)
7122

August 27, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, Oregon 97308

Contract 7122
Prefix 26-1090
FAP F-U-318(11)

Dear Sir:

All work under Contract No. 7122, Vista Ridge Westbound Tunnel Section of the Sunset Highway in Multnomah County, was completed on August 24, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By FDMorgan
F. D. Morgan
Construction Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date September 1, 1970

NOTED
TOM EDWARDS

Conditions noted on above date:

None

for
R. E. Simpson
Division Engineer

WNB:js

VG:fw

cc: R. L. Porter
F. D. Morgan

RECEIVED
SEP 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

AUG

FOR

E-11-318(1)
7172

Walter J. Widmer 1730 S.W. West Point Court • Portland, Oregon 97201 • 223-6057

July 8, 1970.

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. A. E. Johnson, Assistant State
Highway Engineer

Dear Sir:

Your letter of July 6th advising that a survey with pictures of my home is to be arranged through Mr. R.L. Schroeder, the Metropolitan Engineer,is acknowledged.

I shall be pleased to co-operate with work and almost any time will be agreeable for this inspection and picture taking as suggested.

Of course I prefer to exhaust every possibility before requesting an opportunity to register my home damage caused by blasting before the State Highway Commission, to secure the consideration that is due me.

Yours very truly,

Walter J. Widmer

NOTED
A. E. JOHN

RECEIVED
JUL 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 - 1970
FOR FILING

E U-318(1)
7122

July 6, 1970

Mr. Walter J. Widmer
1730 S. W. West Point Court
Portland, Oregon 97201

Dear Mr. Widmer:

I have, as I promised you I would, discussed your problem of a claim for blasting damage with Mr. R. L. Porter, State Highway Engineer, and it is agreed that your request for a survey of your property should be granted. By copy of this letter I am asking R. L. Schroeder, our new Metropolitan Engineer, to contact you to arrange for a suitable time when he may meet with you at your home to discuss with you and survey the problem you have indicated to me verbally.

Since we originally took photographs of your home and around the exterior, it would seem appropriate that we take additional photographs at this time and ask your concurrence in this.

Regardless of the outcome of our survey, it would be your privilege at any time to request an audience before the Highway Commission and if you later desire to do this, arrangements may be made by addressing a letter to Mr. Floyd Query, Secretary to the State Highway Commission, Highway Building, Salem, Oregon 97310.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc R. L. Schroeder - Mr. Widmer's telephone No. is 223-6057.
bc R. L. Porter
Tom Edwards
Floyd Query

STATE COPY

G-1P

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 6-2-70

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Vista-Ridge Westbound Tunnel	**Date**	May 13 1970
Highway	Sunset	**Contract No.**	7122
County	Multnomah	**Prefix**	26-1090
Contractor	Drake-Winston	**F. A. Project No.**	F-U-318(11)
Address	1740 N.W. Flanders St., Portland, Oregon 97209	**Order No.**	25

U.S. BUREAU OF PUBLIC ROADS

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Adjust two manholes.

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

Tentative approval obtained from BPR May 13, 1970.

This work has not started.

Location by station numbers:

SM 7+13
SM 9+95

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$150.00
Equipment	50.00
Materials	50.00
Total	$250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Adjustment of existing manhole at 9+95 not indicated on plans. Adjustment necessary because of paving required in area of 18th Avenue temporary connection. Due to steep pavement grades, the inlets in the vicinity of station 7+13 did not intercept runoff. Pavement grade at the manhole was raised to force runoff into inlets.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,233,919.50	
Present estimate of project cost, including $ 250.00 for work under this order	$4,149,265.88	
Expected under-run over-run amount UNDER	$ 84,653.62	
Expected under-run over-run per cent UNDER	2.00%	

Space to right of this line is for use of Salem Office

Ref'd to Morgan 6-3-70

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: ~~Construction Engineer or~~ Bridge Engineer

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Office Engineer.

Acting Construction

SP*32877-731

RE[illegible]
MAY 4 - 1970
FOR [illegible]

F-11-318(11)
1122

Salem, Oregon
May 1, 1970

Mr. Edward L. Hardt
Asst. Metropolitan Engineer

Vista Ridge Westbound Tunnel
Contract No. 7122
Installation of Safety Parapet

Please keep this file in the active status for a short time. I am in accord with the fact that something should be done; however, I believe our efforts should be directed toward prevention of accidents rather than the installation of something to protect the highway facility. It is my belief that the proper solution in this area leans toward the control of traffic.

Please exhaust every avenue in that direction. If you are unsuccessful, return this.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. W. Rulien

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 13, 1970

SUBJECT: Vista Ridge Westbound Tunnel
Contract No. 7122
Installation of Safety Parapet

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem

Attached you will find a letter-type report from Mr. Oswald dated March 18, 1970, commenting on the vehicular accidents which have recently occurred in the west end of the eastbound tunnel which have caused ceramic tile damage. Also attached as part of this report is a police report covering one of the accidents and a sheet of photographs depicting tile damage. Since the writing of this report, there has been another tile-damage accident making a total of at least five.

Mr. Oswald's report recommends the installation of a "GM" type of safety parapet on the north side of the tunnel from portal to portal. Upon review of this recommendation by this office, it seemed more logical to install this parapet opposite the portion of the roadway with the sharpest curvature regardless of whether this fell inside the tunnel or not. Consequently, Mr. Oswald was requested to prepare a plan showing a parapet installation extending through the circular curve part of the horizontal alignment at the west portal of the eastbound tunnel and extending about midway into both the leading and trailing spirals.

Attached you will find one print of such a plan. It is estimated that the total cost of installing a safety parapet in accordance with this plan would be about $41,000.

It is recommended that installation of this parapet be given serious consideration due to the accident picture already experienced in the eastbound tunnel. We anticipate that with the completion of the three lane section leading into the tunnel next fall that the vehicle speeds entering the tunnel will increase, aggravating the accident rate.

A. E. Johnson
Metropolitan Engineer

By:

Edward L. Hardt
Edward L. Hardt
Assistant Metropolitan Engineer

RECEIVED
APR 14 1970
BRIDGE DIVISION

Discussed with Edwards 4/15.
Speed control (50 mph) is proper answer.

ELH:pb

Enc

cc: L. W. Rulien w/attach.
Harry Oswald

FORM E-30 30M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

March 18, 1970

SUBJECT: Vista Ridge Westbound Tunnel
Contract No. 7122

To: Mr. A. E. Johnson
Metropolitan Engineer
OFFICE

In the past two months the ceramic tile of the north wall of the Eastbound Tunnel has been struck four times by vehicles jumping the seven inch high by 2½ foot wide safety curb.

The results of the first accident were first observed on January 19, 1970. The wall was struck 70 feet in from the west portal and was gouged and scratched intermittently for the next 450 feet. Neither the Oregon State Police nor the Portland Police covered the accident.

The second accident was noticed on February 17, 1970. The wall was struck 175 feet in from the west portal and again about 250 feet in.

The third accident occured on the afternoon of March 6, 1970. It is believed that the tunnel was struck about 235 feet in from the west portal. A copy of the police accident report is attached. The report indicates a two car accident. The Oregon Journal refers to the "Four-car pileup." See attached photo.

On March 12, 1970 it was observed that the wall was struck about 20 feet in from the west portal.

While examining the tile damage, it was noticed that the south wall had two small scratched areas 185 feet and 235 feet in from the west portal.

Damage to the tile includes scratches, abrasions, gouges and cracks. There is 105 square feet of damaged tile on the north wall. It is estimated that replacement costs will average about $8 per square foot with costs being less for the larger areas. Costs will

RECEIVED
APR 14 1970
BRIDGE DIVISION

METROPOLITAN ENGINEER
RECEIVED
MAR 25 1970
☐ ME ☐ AME ☑ AME ☐ MOE ☐ MCE ☐ MTE

increase about 30 cents per square foot when the existing supply (1200 sq.ft.) of tile is consumed.

Attached is an elevation sketch of the north wall showing the location of the damage caused by the first accident. Photographs are mounted on the sketch showing the marks before and after washing.

The westerly end of the eastbound tunnel, where the accidents occur is on an 8 degree curve to the traffics right. The super is 10 percent, the grade is minus 4.8 percent and the posted speed is 50 M.P.H.

It is recommended that a "G" modified curb be constructed on the north side of the tunnel from portal to portal, see attached Drawing No. RE-20. As this shape was designed to minimize longitudinal an lateral decelerations, it should lessen the possibility of multiple vehicle accidents being caused by an impacting vehicle. This design should also lessen damage to impacting vehicles.

It is estimated that the proposed curb installation on one side of the eastbound tunnel will cost about $21,000 excluding provision for traffic and will require 185 cubic yards of concrete.

Although it has not been determined what caused the two scratched areas on the south wall of the eastbound tunnel, it is felt that the scratches are the result of panic stops or rear end collisions caused by a lack of sight distance, rather than centrifugal force.

The roadway at the westerly end of the westbound tunnel is on an 8°30' curve to the left. The super is 10 percent, the grade is a plus 5.19 percent and the speed should be posted for 50 M.P.H. when the Highlands Interchange-Vista Ridge project is completed.

The frequency or severity of impacts with the north or outside wall should not be as great in the westbound tunnel as the lane next to the wall will contain a high percentage of slow moving traffic.

It is felt that the installation of the proposed curb on both sides of the westbound tunnel and the south side of the eastbound tunnel will be of questionable value in the prevention of multiple car accidents. They will have some value in the prevention of tile damage and lessening vehicle damage due to impact.

Harry W. Oswald

Harry W. Oswald
Resident Bridge Engineer

RECEIVED
APR 14 1970
BRIDGE DIVISION

F-U-318(11) Vista Ridge Westbound Tunnel 1968
Sec., of Sunset Hwy. in Ptld.
#7122 (Grad., pav., struc., tunnel & ill.) F.

CYA
3548

CYA 3716

RECEIVED
APR 30 1970
FOR FILING

F-11 514(11)
71-22

April 29, 1970

Mr. Marko Haggard
Ombudsman
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mr. Haggard:

Further reference is made to your April 9 letter and our interim reply on April 14 concerning complaints by Mrs. Grace Kern and Dr. Penn C. Crum who have property in the vicinity of the Vista Ridge tunnels in Portland.

Mrs. Kern was contacted on April 21 and she showed a Highway Division representative through her premises. She alleges tile cracks in kitchen trim, a lintel crack above a window on the second story, and three areas of brick patio settlement. She complains that the lintel crack is new and that the tile separation and patio settlement are worse than before.

As we said before, it is difficult to make a positive determination in this case, but the matter has been brought to the contractor's attention and he has promised to contact the lady and discuss the problem with her.

As to the Crum complaint, this was investigated quite thoroughly some time ago, and it is the thinking of Highway Division personnel that the alleged damage was not caused by the tunnel construction. Of course, Dr. Crum is of a different opinion and both the contractor and the insurance carrier are aware of the situation.

On Highway Commission instruction, this Division has no plans for anything further, but if you need more information or would care to discuss the problem, we can make knowledgeable personnel available on very short notice.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. E. Johnson

RLP:ms

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 28, 1970

SUBJECT: Vista Ridge Tunnels
Blasting Damage Complaints

To: Mr. Rod Porter
Deputy State Highway Engineer
State Highway Building
Salem

Attached you will find copies of reports on the Kern and Crum blast damage complaints made in connection with the Vista Ridge Tunnel section. The Kern report consists of a single page while the Crum report amounts to 13 pages which date back to early 1967.

I believe these reports are self-explanatory. If further information is desired, please advise.

A. E. Johnson
Metropolitan Engineer

By:

Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Enc

cc: Harry Oswald

RECEIVED
APR 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOT
R. L. P

SP*52475-734

FORM 2-90 35M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 27, 1970

To: Mr. A. E. Johnson
Metropolitan Engineer
OFFICE

Attn: Mr. E. L. Hardt

SUBJECT: Vista Ridge Westbound
Tunnel
Contract No. 7122
Grace B. Kern Damage
Complaint

On April 21, I inspected the Grace B. Kern residence at 1740 S.W. West Point Court.

Mrs. Kern said that her house had been inspected by a Mr. Drake and an engineer prior to the tunnel construction. She refused to sign the written report of the houses condition as submitted to her. The report indicated cracks that she couldn't see.

She showed me ceramic tile seperation cracks in kitchen trim; a crack in a flat brick arch above a second floor rear window and three seperate areas of brick patio settlement. She indicated the lintel crack was new and that the tile seperation and patio settlement were much worse than before.

She said the house contained 50,000 pounds of steel and felt the blasting had had an adverse effect. She said the insurance company would blame the damage on settlement. She indicated the contractor would not be paid off until all the claims are settled.

Mrs Kern seems conversant with the adjacent property owners and is aware of their stated blasting damages, including taking wall paper off the wall.

She feels that the contractor or his insurance company should contact her. She doesn't feel she should have to complain to them. Mr. John R. Gray has been told of this and has assured me that she would be contacted.

Harry W. Oswald
Harry W. Oswald
Resident Bridge Engineer

FORM 5-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 27, 1970

To: Mr. A. E. Johnson
Metropolitan Engineer
OFFICE

Attn: Mr. E. L. Hardt

SUBJECT: Vista Ridge Westbound
Tunnel
Contract No. 7122
Penn C. Crum Damage Complaint

The Penn C. Crum complaint was investigated in May, 1967, by Mr. Ikola. A copy of this report and a letter from Mr. Benedict to Mr. Merchant is attached.

The sewer in question was a private sewer located on highway right of way purchased from Multnomah County. The original sewer easement is dated May, 1925, and recorded in Book 1015, page 58. The attached map shows the two pot holes and wyes mentioned in the report. Manholes have been installed at the two wyes and the sewer has been accepted by the City of Portland.

Harry W. Oswald
Harry W. Oswald
Resident Bridge Engineer

April 14, 1970

Mr. Marko Haggard
Ombudsman
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mr. Haggard:

We have your April 9 letter concerning two complaints of damage alleged to have been caused by the Vista Ridge Tunnel construction. We will investigate these in detail and will report back as soon as the review has been completed. As our Metropolitan Engineer is out of town for a few days, this may take a week or so to accomplish.

This is indeed a difficult situation as many of the alleged claims are difficult to completely evaluate as to validity. We have strong evidence that some are questionable, and it is almost impossible to come up with a finite determination in all cases. The Highway Commission does not feel it should undertake settlements except through the insurance carrier and we will be certain to see that all claims come to their attention.

We, of course, do not wish to see anyone who might have sustained damage be put to unnecessary expense, inconvenience, or delay. However, I know of no satisfactory solution or remedy except to act through the insurance company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

E. L. Porter
Deputy State Highway Engineer

ELP:mb
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. E. Johnson

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

April 9, 1970

[illegible] RLP 4-13-70

Mr. Rod L. Porter
Deputy State Highway Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Thank you for your March 25th letter explaining the position of the Highway Division in respect to complaints of homes being damaged because of the Vista Ridge Tunnel construction. I am enclosing another similar letter of complaint we have received.

I fully agree with the Highway Commission that it would not be prudent for the Highway Division to pay claims outside and independent of the insurance protection that exists in this situation. However, this does not answer the question of how feasible is it for a citizen to process a claim against the insurance protection that exists, which seems to be the principal problem involved here.

The typical citizen, one of average or moderate means, evidently is confronted with the probability of having to resort to a civil action in court, eventually, if he wishes to pursue a claim for damages as a result of construction activity. This, then, creates the possibility of court and legal expenses, a very real problem for many who might wish to seek satisfaction. Moreover, if the claim is relatively small, the potential expense may amount to as much or more than the claim.

It is this quandry, I believe, that is the root of the complaints we are receiving. If you agree that this does pose a problem to the citizens concerned, I hope you will explore whatever possibilities there may be for the Highway Division to assist or facilitate these persons in resolving the problem.

I will appreciate your thinking along these lines.

Sincerely,

Marko C. Haggard

Marko Haggard
Ombudsman

RECEIVED
APR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MH:ma

PENN C. CRUM, O. D.
1783 S W Montgomery Drive
Portland, Oregon 97201
Phone 223-5438

Member of the Staff
TEAMSTERS MEDICAL CENTER
303 N E Holladay Street
Portland, Oregon 97232
Telephone 234-9971

March 31,1970

Mr. Wayne G. Huffman
Assistant to Ombudsman
Office of the Governor
State Capital Building
Salem, Oregon 97310

Re:Vista Ridge Tunnel

Subject: Broken sewer lines, 1783,1785,1791,1795
S.W.Montgomery Drive

Dear sir:

On April 4,1967 the Department of Public Safety of the City of Portland ordered the above sewer users to repair their sewers within 30 days.

The neighbors met with a master plumber who gave the impression, but declined to make a written statement, that disturbing the hillside by the tunnel construction caused the break. He was instructed to repair the sewer at a cost of approximately $800.00.

I am familiar with the causes of soil erosion, one of wihch is disturbing the area at the base of a hillside, and had a special statement from F. B. Klaboe made a part of our easment dated May 8,1963 : " If our tunnel construction disturbs these lines, they will be repaired and/or replaced in the present or new location. This repair or replacement will be in a good workman like manner so that there will be no impairment of present utility."

Complaints were made to Drake-Winston Joint Ventures and the State Highway Engineer. Answers were received from Ivan D. Merchant, May 22,1967 and Argonaut Insurance Companies, Oct. 18,1967, denying liability.

The amount of damage is small and not worth legal effort but the conclusion is that they repudiated their contract with me and are a high-handed,sharp dealing bureaucracy.

Very truly yours,

Penn C. Crum

Penn C. Crum

PCC/o

Grace B. Kern
1740 West Point Court, S. W.
Portland, Oregon 97201

Feb. 24th '70

Mr. Wayne G. Huffman,
Asst. to Ombudsman —
office of Governor,
State Capitol Bldg.
Salem - Oregon - 93310 —

My dear Sir,

My home in Portland is located over the two tunnels under Vista Ridge construction for the Oregon Highway Commission. This construction in — volves dynamite blasting

Grace B. Kern
1740 West Point Court, S. W.
Portland, Oregon 97201

over a long period of time and has involved some damage - cracks - settlements of patios, etc, than presumably were caused by the construction work.

To date - no one has visited me to ask about damage or appears at all interested - in other words no one has contacted me. in anyway —

Grace B. Kern
1740 West Point Court, S. W.
Portland, Oregon 97201

Before the State fully pays the firms performing the work in this area – they should insist on a Written release from the property owners who were caused damage to their property –

Very respectfully Yours;
Grace Kern.

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RESIDENT BRIDGE ENGR.
RECEIVED
MAY 2[illegible] 1967
WILLIAM E. IKOLA
☐ ☐ ☐ ☐

May 22, 1967

Fenn C. Crum, O.D.
Suite 627, Park Bldg.
727 S.W. Alder St.,
Portland, Oregon 97205

Subject: Sanitary Sewers at 1783, 1785,
1791 and 1795
S.W. Montgomery Drive

Dear Dr. Crum:

Your letter to Mr. William Ikola, our Resident Engineer for the Vista Ridge Tunnel project, has been forwarded to this office for reply.

I have reviewed the reports of Mr. Ikola, Mr. Benedict, Assistant Metropolitan Engineer, as well as a report to you from our contractor, Drake-Winston Joint Venturers and an oral report from Mr. A. A. Rear of this office who visited the site.

From the information presented at this time, I must deny that the Oregon State Highway Department has any responsibility in this matter. Any further inquiry regarding this subject should be directed to Drake-Winston Joint Venturers, Inc., P. O. Box 791, Portland, Oregon 97207.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

AAR:mb
bc: A. E. Johnson
W. E. Ikola
G. E. Rohde (w/cc basic comm.
and pictures)

FORM E-1232 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RESIDENT BRIDGE ENGR.
RECEIVED
MAY 25 1967
WILLIAM E. IKOLA
☐ ☐ ☐ ☐

May 22, 1967

Drake, Winston Joint Venturers, Inc.
P. O. Box 791
Portland, Oregon 97207

Re: Vista Ridge Tunnel
Dr. No. 6748

Dear Sirs:

Dr. Penn C. Crum has written Mr. William Ikola, Resident Bridge Engineer, stating that he feels that the construction of the Vista Ridge Tunnel has caused damage to his sewer lines. I am sure that you are aware of this damage because he stated that you disclaim responsibility.

Pursuant to the provisions of Art. 7-25 of the Standard Specifications for Highway Construction 1964, you are advised that Dr. Crum has filed a claim against the State. We have denied responsibility and advised Dr. Crum that he should contact you for settlement of this matter.

A copy of Dr. Crum's letter is attached.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

AAR:mb
Att.
cc: A. E. Johnson
William Ikola
G. E. Rohde

Portland, Oregon 97213
May 16, 1967

Vista Ridge Eastbound Tunnel
Sunset Highway
Contract: 6748

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. Al Rosr

Attached is a copy of a letter from William Ikola transmitting a complaint from Penn C. Crum, who lives at 1783 S. W. Montgomery Drive. Mr. Crum's house is one of those inspected as to condition in 1963. While the original sewer trouble developed with the house at 1791 S. W. Montgomery Drive, Mr. Crum has elected to carry the battle to the Highway Department. Copies of all letters and pictures mentioned in Mr. Ikola's letter are also attached.

Mr. Ikola has made a very detailed record of his experiences with the sewer problem. I have some background information to add, however. I discussed this matter recently with Mr. Alan Johannsen, at which time I did not remember that this sewer was covered by easement. Attached is a print of Page 58, Book 1015, Multnomah County Deed Records, which shows a sewer easement recorded June 5, 1925. The sewer did not show on our plans.

At least two of Mr. Crum's neighbors have petitioned the City to provide a City owned and maintained sewer to a point where they could connect readily. This the City tentatively proposed to do by taking over the portion of the sewer reconstructed by us and extending it to the vicinity of our easterly right of way line. I am informed that the Department of Health and Sanitation was on the point of ordering all four houses vacated, but is holding off pending a firm decision by the City to build the sewer. See the attached letter to Mr. Drulard regarding a permit for the sewer.

The contractor's statement that he has had no equipment in the area of the broken sewers is unquestionably correct.

NOTED

NOTED
JON ROSE

In checking our geological records, I find that two core holes, PC 17 and PC 18, are very near the breaks. These were made by a jeep-mounted rig in June, 1964. The old car-line grade makes a natural road and was probably used by others, both before and after our acquisition from the County.

Al Rear looked at the exposed sewer with me last week and will, I believe, concur in the following observations:

1. The 8-inch vitrified tile straight up the hill appears to be the original sewer line. Joints are laid without mortar or other sealant. It appears that a vitrified tee joint was placed in this line at a later date. It was necessary to break out part of the bell in order to insert the tee, after which joints at each end of the tee were well mortared and are tight;

2. A 6-inch concrete line extends southerly from the above tee, between the two potholes shown on the sketch. There is an additional pothole on the 6-inch line between the two shown. The 6-inch concrete line enters the 8-inch vitrified tee with an eighth bend which is merely stuck into the side branch of the tee with no mortar or other sealant. The balance of the 6-inch line appears well mortared and tight. The 6-inch line has a wye at its upper end and is joined by two 4-inch cast iron soil pipes. One of these must be broken, as raw sewage and toilet paper are much in evidence. The break does not show above the level of the water or in the picture. There is no reason to believe that any of these pipes,buried in the ground as they are, would be damaged in any way by blasting that has been done under either of our tunnel contracts.

I have acknowledge Mr. Crum's letter, but am not in a position to make a formal reply. Please have our legal people review this claim and advise as to proper procedures.

A. E. Johnson
Metropolitan Engineer

By

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:ah

Enclosures

cc F. D. Morgan (Encs)
William Ikola

Portland, Oregon 97213
May 3, 1967

Vista Ridge Eastbound Tunnel
Sunset Highway
Contract No. 6748
Damage Claim - Penn C. Crum

Mr. A.E. Johnson
Metropolitan Engineer
OFFICE

Attention: Mr. A.V. Benedict

Forwarded herewith are two (2) copies of a letter from Mr. Penn C. Crum regarding alleged damage to a private sewer serving the dwellings at 1783, 1785, 1791, and 1795 S.W. Montgomery Drive. Mr. Crum has indicated this damage is a result of construction on the subject project and has inquired about the condition of this sewer from the contractor in a letter dated April 7, 1967. Drake-Winston's reply was made on April 13. Copies of both of these letters are enclosed as well as photographs of the sewer in the areas pertinent to the complaint and copies of the Report of Settlement and Tunnel Easement.

As an aid in reviewing this claim, a brief description of events related to the private sewer during the course of construction on the project in the past year is given as follows:

1. Water seepage has been in evidence on Ford St. Drive, directly below the sewer joints in question, since the time the project was shown for bids. This seepage could have been in evidence even before the pilot tunnel was constructed.
2. The existence of the private sewer came to the attention of this office during the start of clearing operations on the the West end of project in January of 1966. A short section of 8" vitrified clay pipe was found exposed in the existing left cut bank of Old Jefferson Road at approximate OJ Station 40+42.
3. On March 22, 1966 a small inspection hole was made in the exposed section of the sewer and a small amount of water was found to be running through the pipe at the time. This water was attributed as being either active sewage or possible ground water entering an abandoned pipe.
4. On May 6, 1966 contractors excavation operations broke out part of the private sewer near Old Jefferson Road and a temporary connection was installed since this sewer was definitely active.
5. On June 7, 1966 contractors excavation operations in the TWB rigid frame area severed another section of the private sewer necessitating more temporary connections.

6. On June 14, 1966 the preliminary survey for the proposed relocation of the sewer to clear the TWB rigid frame construction area was completed and plans for the relocation were started. On this date an inspection of the sewer area above Ford St. Drive revealed soggy ground conditions with definite odors of sewer gas. This area was noted on the sewer relocation plans dated June 21, 1966 and the soggy ground conditions discussed with Mr. Joe Niehuser of the City Bureau of Design.
7. On June 27, 1966 the sewer relocation work under E.W.O. #5 was started. The portion of relocation work done at this time includes construction of two manholes, laying approximately 155 feet of 8-inch concrete sewer pipe and the installation of 20 feet of 8-inch perforated metal drain pipe. This drain pipe was installed from the upper manhole alongside of Ford St. Drive and positioned directly downhill from the soggy ground area for the prime purpose of picking up the seepage from this area that ran down to and across Ford St. Drive. The excavation for the drain pipe was completely backfilled with special drain sand and the sand was sloped up the the top of the original cut bank for Ford St. Drive. During excavation operations in the area of the existing private sewer cleanout which was located near the cut slope for Ford St. Drive, it was found that this cleanout was only a dummy and consisted of a short piece of clay pipe backfilled in a vertical position. The cleanout had not been tied to the sewer at the time of the original installation. The existing sewer pipe in this area had been changed from the 8-inch vitrified clay pipe to a 6-inch cast iron or steel pipe. This pipe was connected to the new manhole at the edge of Ford St. Drive and since the excavation necessary to construct the manhole did not uncover all of the pipe, the location of the connection to the vitrified clay pipe up hill from the manhole is not known.
8. Subsequent to the time when the sewer relocation work described above was completed, seepage continued to flow out of the excavation slope for the TWB rigid frame in the vicinity of the abandoned sewer pipe. On August 5, 1966 additional work near the manhole on Ford St. Drive was started. This work consisted of re-excavating and removing two joints in the new sewer in order to connect additional drain pipe which was laid deeper than the previously installed drain pipe in an attempt to cut off the seepage from the TWB excavation slope. A type "P" catch inlet was also constructed at this time in order to dispose of the seepage from the soggy area above which could not be absorbed by the drain sand and was forming pools on Ford St. Drive. See private sewer photo No's. 7,8 and 9. Even though the additional work was done, the seepage continued to flow from the TWB excavation slope for the duration of the rigid frame construction.

9. On March 29, 1967 Mr. John P. Gray, project engineer, informed this office of an inspection tour he had made several days before of the area where pot holes had been dug to expose joints in the private sewer above Ford St. Drive. He said this tour was the result of a request from Mr. Granade of Crawford & Co., Drake-Winston's liability insurance agents, to inspect the condition of the sewer joints in order to ascertain possible liability in a damage claim from the new owners of the Davis residence at 1791 S.W. Montgomery Drive. The new owners (Mr. Gray did not know their names) had hired a plumbing contractor to correct faulty sewer drainage and this plumber evidently excavated the pot holes. Mr Gray described the exposed sewer joints as being of faulty workmanship with different size pipe connected with unmortared joints and tree roots growing inside some of the joints.

An inspection of this area was made by the writer on this date shortly after being informed of the exposed joints. This inspection revealed three pot holes had been excavated. The first hole exposes the main 8" vitrified clay pipe sewer leading down hill to Ford St. Drive. The sewer at this location contains a wye section with connections leading to the continuation of the main sewer and also to a 6" concrete branch sewer. See private sewer photo no. 1. The joints at each end of the wye connecting to main sewer had been mortared, however a broken section in the bell at the upper end of the wye indicated this section was installed subsequent to the original installation. The joint connecting the 6-inch concrete branch sewer had not been mortared or caulked and tree roots can be seen growing into the pipe. Raw sewage is flowing from two joints in the wye and is spreading out on the hill side below the pot hole.

The second pot hole exposes the 6-inch branch sewer approximately midway between the first and third pot holes. The joints in the branch sewer exposed in this area are mortared and appear in good condition.

The third pot hole exposes connections of two 4-inch cast iron soil pipe tieing to the 6-inch concrete branch sewer. See private sewer photo no. 2. Due to all the mud and sewage around these joints, it is difficult to determine if the joints were originally caulked and mortared. Again raw sewage is flowing from these connections to spread out on the hillside below the pot hole.

10. On May 3, 1967 another inspection of the pot holed area was made. The main purpose of this inspection was to look for evidence of recent slides and also the tractor marks mentioned in Mr. Crum's letter to Drake-Winston. No areas indicating settlement or slippage of the ground surface in the immediate vicinity of the private sewer were found.

An old depression found near the first pot hole could or could not be the tracks of a vehicle.

10. (Cont.)

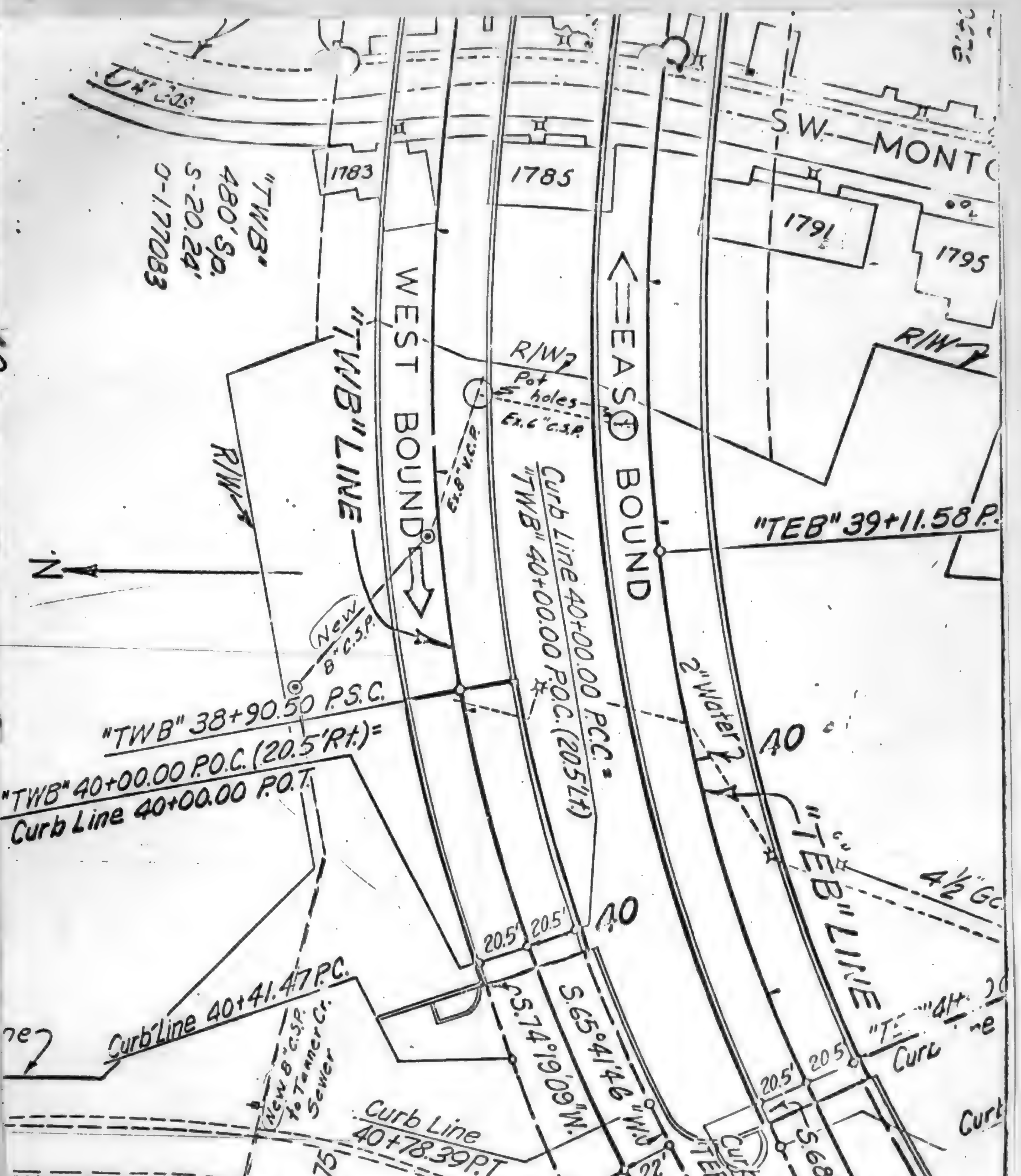
See private sewer photo no. 3. Additional photos were taken of the general area and of the pot holes with sewage draining out unto the hillside below. See private sewer photo no.s 4,5,6,10,11, and 12.

Please advise as to the acknowledgement that is to be given Mr. Crum's letter.

William E. Ikola

William E. Ikola
Resident Bridge Engineer

Encl.



4" C.C.S.
"TWB"
480' S.p.
S-20.24'
0-177083
1783
1785
1791
1795
S.W. MONTO
WEST BOUND
EAST BOUND
"TWB" LINE
R/W
Pot holes
Ex. 6" C.S.P.
Ex. 8" V.C.P.
Curb Line 40+00.00 P.C.C. =
"TWB" 40+00.00 P.O.C. (20.5' Lt.)
"TEB" 39+11.58 P.
N
New 8" C.S.P.
"TWB" 38+90.50 P.S.C.
"TWB" 40+00.00 P.O.C. (20.5' Rt.) =
Curb Line 40+00.00 P.O.T.
2" Water
40
"TEB" LINE
4 1/2" Ga
20.5'
20.5'
40
Curb Line 40+41.47 P.C.
S.74°19'09"W.
S.65°41'46"W.
New 8" C.S.P. to Tanner Cr. Sewer
Curb Line 40+78.39 P.T.
+75
22'
"TEB" 41+40.00
Curb Line 41+40
S.68°57'11"W.
20.5'
20.5'
"T" 41+
Curb
Curb
40

PHONE 227-6545

PENN C. CRUM, O. D.
SUITE 627 PARK BUILDING
729 S. W. ALDER ST.
PORTLAND, OREGON 97205

April 26, 1967

Mr. Bill Ikola, Resident Engineer
6378 SW Carman Dr.
Portland, Oregon

Re: sewers at 1783,1785
1791,1795 SW Montgomery Drive

Dear Mr. Ikola:

I have complained to the Drake-Winston Joint Ventures concerning the break in sewers in a letter dated April 7,1967.

Their letter of April 13th claims there is no break in the line and blames inadequate caulking. I do not think this statement will hold up in court.

When I gave you the easement I was apprehensive of the sewer line leading from my connection down the hill and had a separate paragraph added to the easement. I recognize the instability of all hillsides, however there has been more settling in certain areas of this hillside since the beginning of the tunnel.

The tunnel project has depreciated the value of our property which is to be expected at least until it is finished, however I feel you are responsible for the damage to property by reason of vibrations from use of heavy equipment and blasting.

Sincerely,

Penn C. Crum

Penn C. Crum, O.D.

PCC/o

RESIDENT BRIDGE ENGR.
RECEIVED
MAY - 3 1967
WILLIAM E. IKOLA
☐ ☐ ☐ ☐

DRAKE-WINSTON JOINT VENTURERS
P. O. BOX 791 • 503-227-7884
PORTLAND, OREGON 97207

RESIDENT [illegible]
[illegible]
APR [illegible] 1967
[illegible]
RECEIVED

April 13, 1967

Penn C. Crum, O.D.
Suite 627 - Park Building
729 S. W. Alder Street
Portland, Oregon 97205

Subject: Sanitary Sewers at
1783, 1785, 1791 and 1795 S. W. Montgomery Drive

Dear Dr. Crum:

This will acknowledge your letter of April 7, 1967, regarding the sewer serving the residences indicated above.

This situation was first brought to our attention on March 28, 1967, at which time the areas in question were visited by the undersigned in company with Mr. Granade of Crawford & Co., insurance adjustors, on behalf of Argonaut Insurance Company, who are the liability carriers for the Drake-Winston Joint Venturers on the tunnel project. At the time of this investigation, the sewer in question was exposed in three different places. Visual inspection of the exposed areas gave the impression that the sewer pipe joints which were visible had never received adequate caulking. There was no visible evidence of an actual break.

In your letter of April 7 you indicated that there were tractor marks noted near 1783 and 1785 when the tunnel was first started. We cannot comment on the existence of these "tractor marks". We can state quite unequivocally that there has been no Drake-Winston equipment of any sort in that vicinity. We have had no Drake-Winston equipment uphill from S. W. Ford Drive. As you know, the vicinity is at least 100 feet uphill from S. W. Ford Drive.

In your letter you also mentioned that there has been some slight slippage of the hillside back of your house. This is not surprising as this entire hillside has been most unstable for many years and has been slipping slightly long before the tunnel project was commenced.

As a result of our on-site investigation, its distance from the work site, and the fact that Drake-Winston equipment has never been in the vicinity of the problem area, we do not believe that our operations are in any manner responsible for the situation that exists.

Very truly yours,

DRAKE-WINSTON JOINT VENTURERS

John R. Gray, Project Engineer

CC: Mr. Bill Ikola, Resident Engineer
Oregon State Highway Department
Argonaut Insurance Company

PHONE 227-6545

PENN C. CRUM, O. D.
SUITE 627 PARK BUILDING
729 S. W. ALDER ST.
PORTLAND, OREGON 97205

April 7,1967

Copy

Drake-Winston Joint Ventures
P.O.Box 791
Portland, Oregon 97207

Gentlemen:

I have been notified by the Bureau of Health that the sewer serving 1783, 1785, 1791 and 1795 Montgomery Drive is broken and must be repaired within 30 days.

I would appreciate your opinion as to the influence the building of the Vista Ridge Tunnel has had in breaking this sewer.

There was tractor marks near the break at the connection of 1783 and 1785 when the tunnel was first started. Also there is slight slippage of the hillside back of my house. Whether this is an influence on the sewer break is something I do not know.

Your investigation and opinion will be greatly appreciated.

Sincerely,

Penn C. Crum, O.D.

PCC/o

copies: Bureau of Health
Highway Commission
Montgomery Dr. residents

RECEIVED
MAR 26 1970

FOR FILING

F-U-5[illegible]
71[illegible]

March 25, 1970

Mr. Marko L. Haggard
Ombudsman
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mr. Haggard:

Further reference is made to your March 11 letter concerning complaints by Walter J. Widmer and Malcom Carter who feel their properties have been damaged by the Vista Ridge Tunnel construction in Portland.

As previously mentioned, our people have reviewed this problem and have not come up with any positive evidence that the damage was caused by the contractor's activity.

I fully agree that no property owner or citizen should be required to go to extra effort to secure repairs that were necessary because of public construction. Because of this, the Highway Commission specified that the contractor must provide the Commission with public liability and property damage insurance to cover any repairs or compensation for damages that might be required because of his activity. The reason behind this specification was two-fold--one, to not only protect the Commission but also to provide an avenue through which a citizen could file a claim; and two, when the contractor is required to pay the premium for this insurance and competitively add it to his bid price, he might be inclined to operate in a more careful manner than if he had no specific responsibility for damages in connection with his work.

Our field people report that the contractor in this instance was extremely careful, used very small charges of explosive, and prosecuted his work in a very prudent and careful manner.

It is very difficult for a person not connected with day-to-day operations on the project to make a judgment on claims of this kind, but our people who are familiar with the area and with the construction operations feel that there may be other contributing factors which could cause the type of damage described.

This matter was discussed with the Highway Commission and it was their feeling that this type of liability insurance is not different from that which we all would require on our personal automobiles and to pay claims outside and independent of the insurance protection would not be prudent business.

If you would care to go into the matter in more depth, we would be glad to discuss it with you or can make personnel available on short notice who have an intimate knowledge of the project operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. E. Johnson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 20, 1970

SUBJECT: Sewer Claim
1692-1694 S. W. Montgomery
Vista Ridge Tunnel
Sunset Highway

To: Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Building
Salem

Mr. Carter's home is located about 350 feet southerly of the westbound Vista Ridge Tunnel. The home is on a side hill with an 8± high wall in front of the property and a wall 20 feet to 25 feet high behind the property. There was an extensive slide on the property at 1694 S. W. Montgomery Drive in 1966. This was investigated at that time by Dan Gano, Division A Geologist.

There is excess amounts of ground water at this location. There is water flowing over the wall at 1692 S. W. Montgomery at this time. A considerable amount of water is coming up in front of the wall at the Carter property. There is no water west of the Carter property. There is a history of earth-movement and slides at this location.

It is my judgement that this ground water flow eroded away the support beneath the sewer over a period of many years. This allowed the earth to settle, shearing off the concrete sewer pipe. It does not seem logical that the blasting vibration could have been a contributing factor in this instance.

On the site investigation was made in company with Mr. Dan Gano, Warren Passo and Harry Oswald, Resident Engineer on the present tunnel projects. I discussed the problem with Mr. Ray Cruden of the City Engineer's staff, the inspector from City Plumbing Division and Mr. Jess Cartwright who repaired the sewer.

Attached for your information are four pictures of the area, a copy of Mr. Dan Gano's letter and report and copies of two memos. A copy of Mr. Oswald's letter of March 19, 1970 gives the blasting data on the three projects. A print of a small scale cross-section is also submitted for your information.

A. E. Johnson
Metropolitan Engineer

By: J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

RECEIVED
MAR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JHV:pb

Enc
cc: Dan Gano
Harry Oswald

SP*52475-7

FORM 2-30 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 20, 1970

To: Memo To The Files

SUBJECT: Sewer Investigation
1692-1694 S. W. Montgomery Drive
Vista Ridge Tunnel
Sunset Highway

I met with Mr. Jess Cartwright at 11:30 AM on March 19th, 1970. Mr. Cartwright had made the sewer repairs for Mr. Carter at 1694 S. W. Montgomery Drive.

He found a break in the concrete pipe a few feet back of a retaining wall on the northerly side of the Carter property. Mr. Cartwright stated, "This was a fairly recent break and the pipe had been sheared by earth settlement. The material back of the wall was completely saturated and gave no support to this horizontal section of sewer.

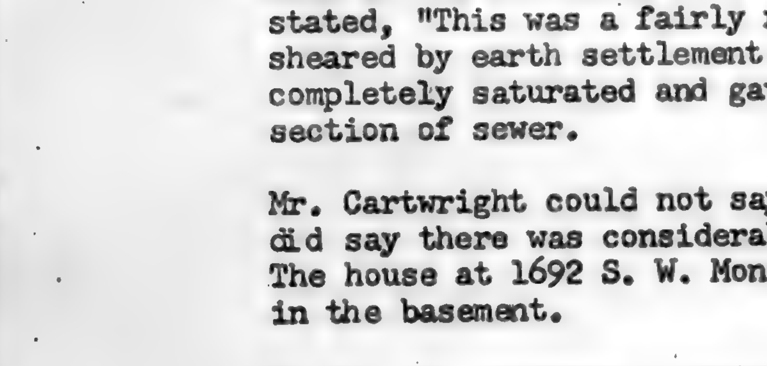
Mr. Cartwright could not say what caused this subsidence. He did say there was considerable ground water at this location. The house at 1692 S. W. Montgomery Drive does have a spring in the basement.

He did not remember a spring at the foot of the wall that we observed on our inspection of March 19, 1970.

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb



American-Standard, Crane and Kohler Fixtures
Gas and Electric Water Heaters
Plumbing—Residential and Commercial

THOMPSON'S HOLLYWOOD
PLUMBING & APPLIANCE CO., INC.

JESS CARTWRIGHT

2502 N. E. BROADWAY
PORTLAND, OREGON 97232
288-5219

FORM E-30 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 20, 1970

SUBJECT: Carter Property
1692 & 1694 S. W. Montgomery Drive
Vista Ridge Tunnel
Sunset Highway

To: Memo To The Files

Inspected the Carter property at 1694 S. W. Montgomery Drive at 10:00 AM, March 19th with Dan Gano, Warren Passo and Harry Oswald.

There was ground water flowing over the retaining wall in front of 1692 S. W. Montgomery Drive and through a crack approximately midway between the two properties. There was a spring in front of the wall of the Carter property with a sizable flow. This spring was toward the westerly side of the property.

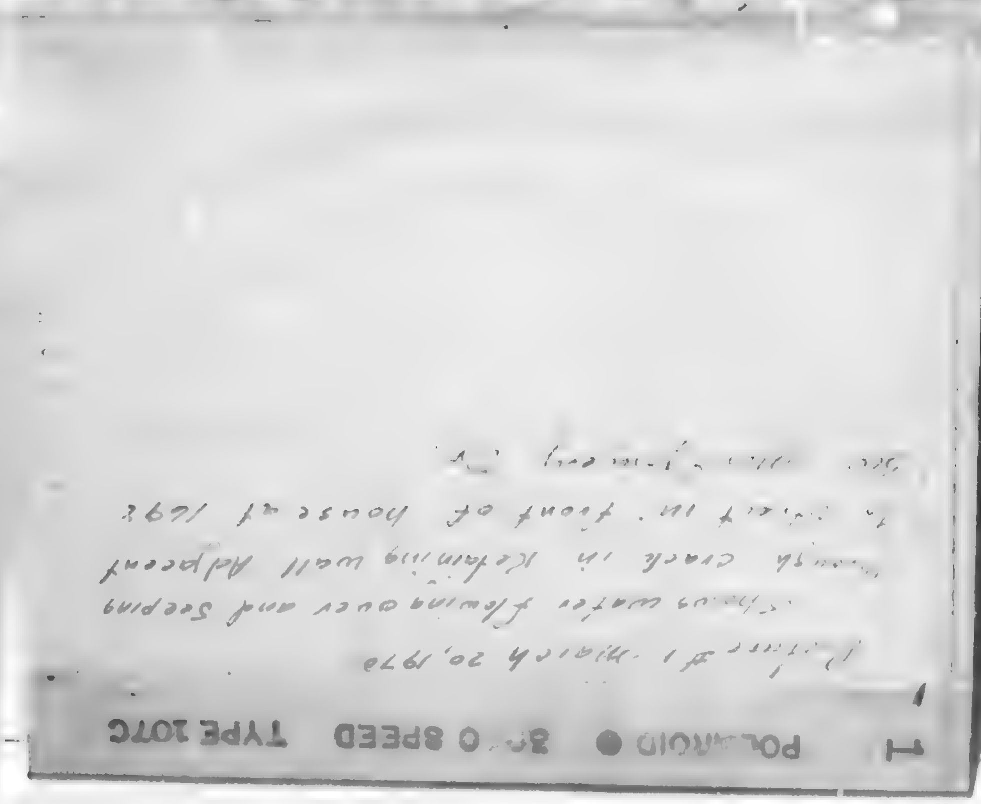
There is a large retaining wall at the back of these properties along S. W. Vista. This shows considerable distress and signs of repair work.

There was a slide on the property at 1692 S. W. Montgomery Drive in 1966. There is still considerable evidence of continued earth movement.

J H Versteeg
J. H. Versteeg
Assistant Metropolitan Engineer

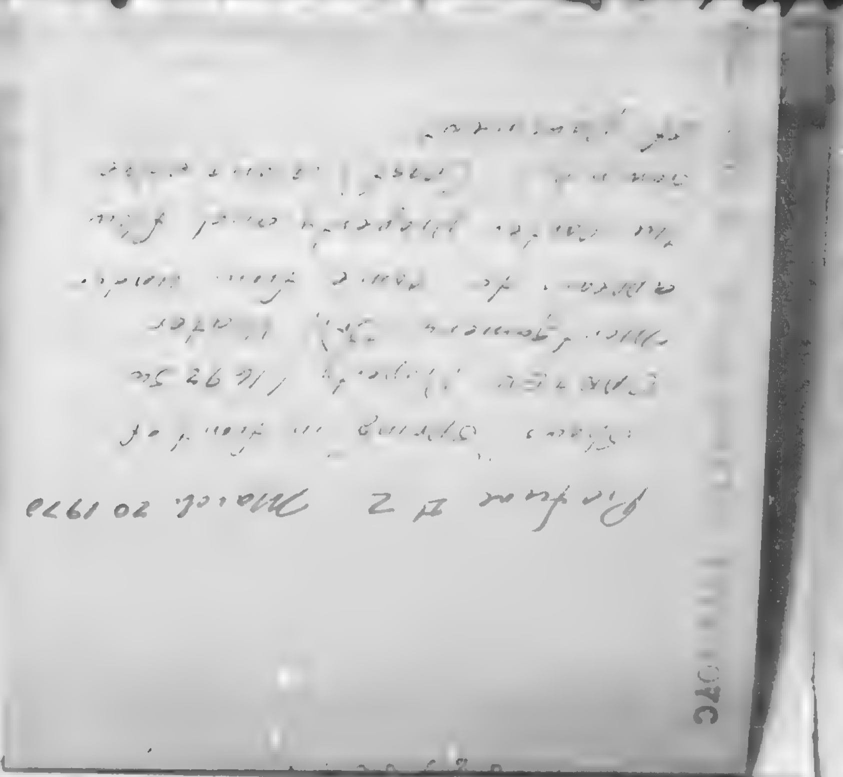
JHV:pb

SP*52475-734



1 POLAROID ● 3000 SPEED TYPE 107C

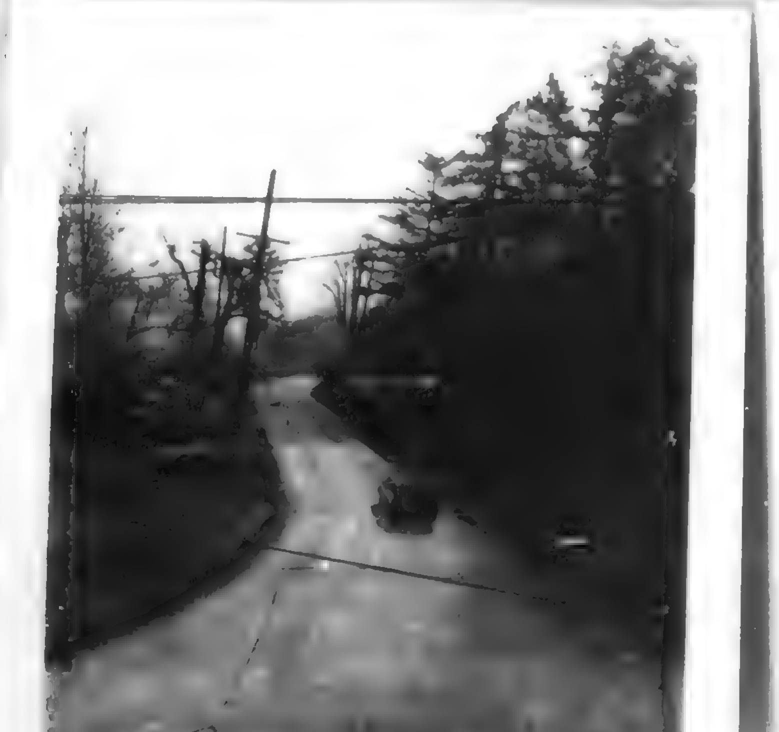
Picture #1 March 20, 1970
Shows water flowing over and Seeping
through crack in Retaining wall Adjacent
to street in front of house at 1692
SW Montgomery Dr.

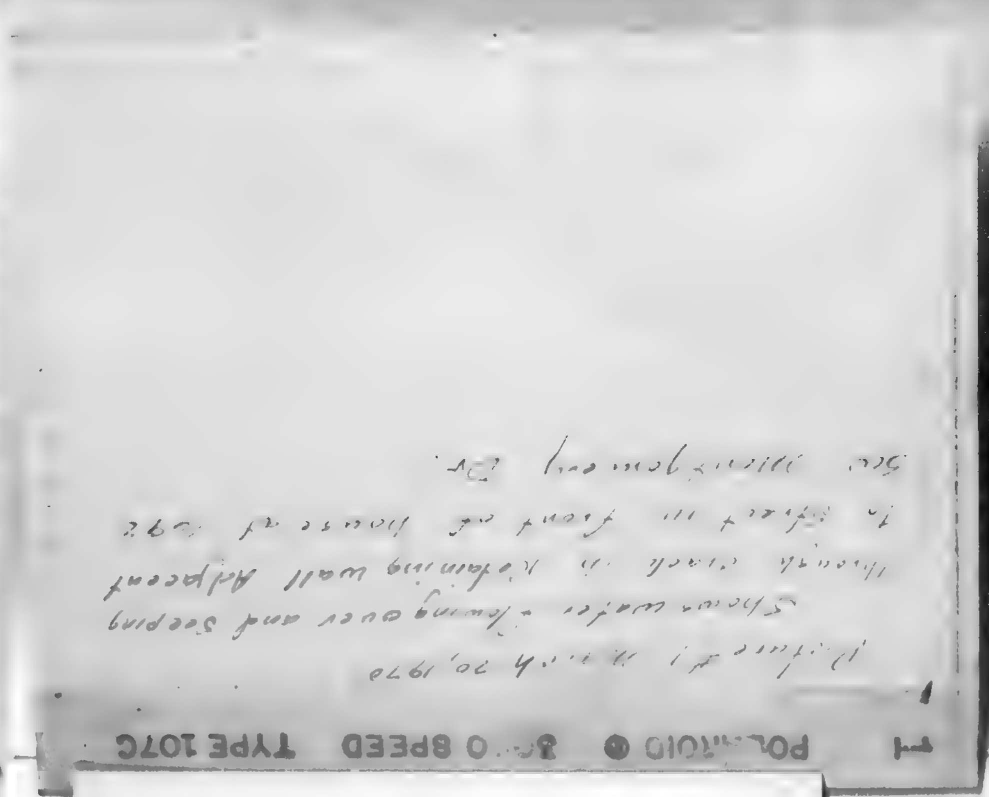


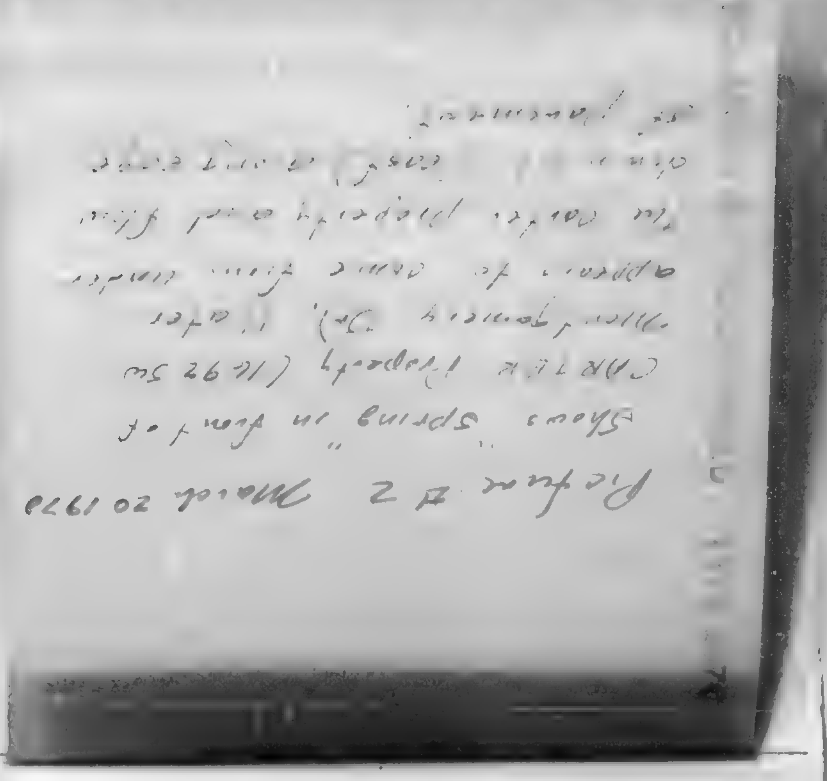
Picture #2 March 20 1970
Shows Spring in front of
CARTER property (1692 SW
Montgomery Dr.) Water
appears to come from under
the Carter property and flow
downhill (east) along edge
of pavement.

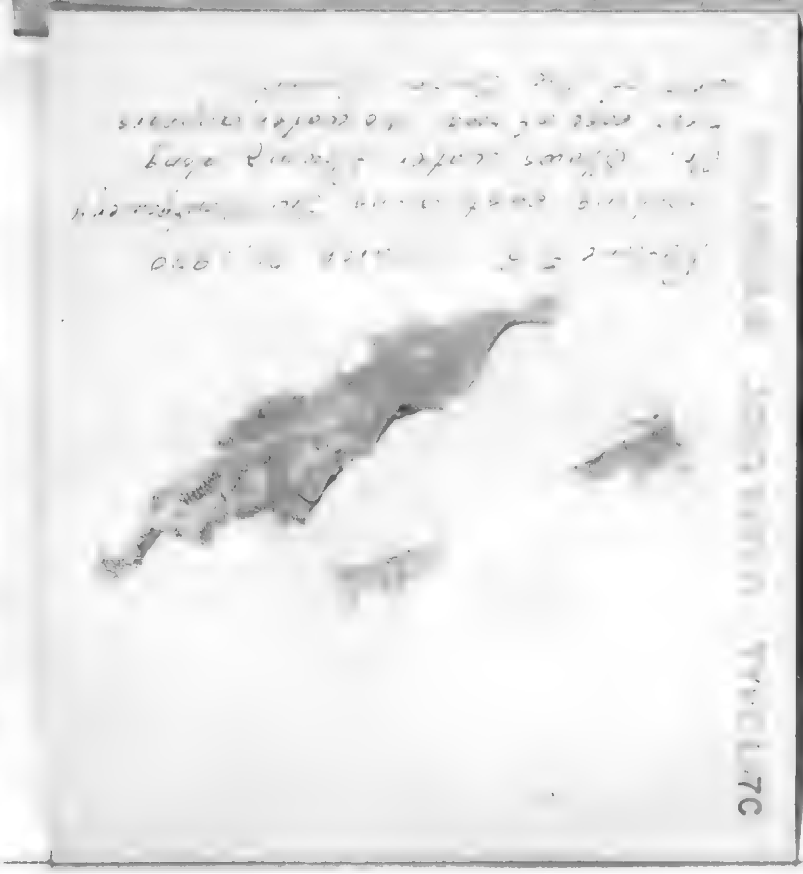
Picture #1 March 20, 1970
Shows water flowing over and seeping through crack in Retaining wall adjacent to street in front of house at 1692 SW Montgomery Dr.

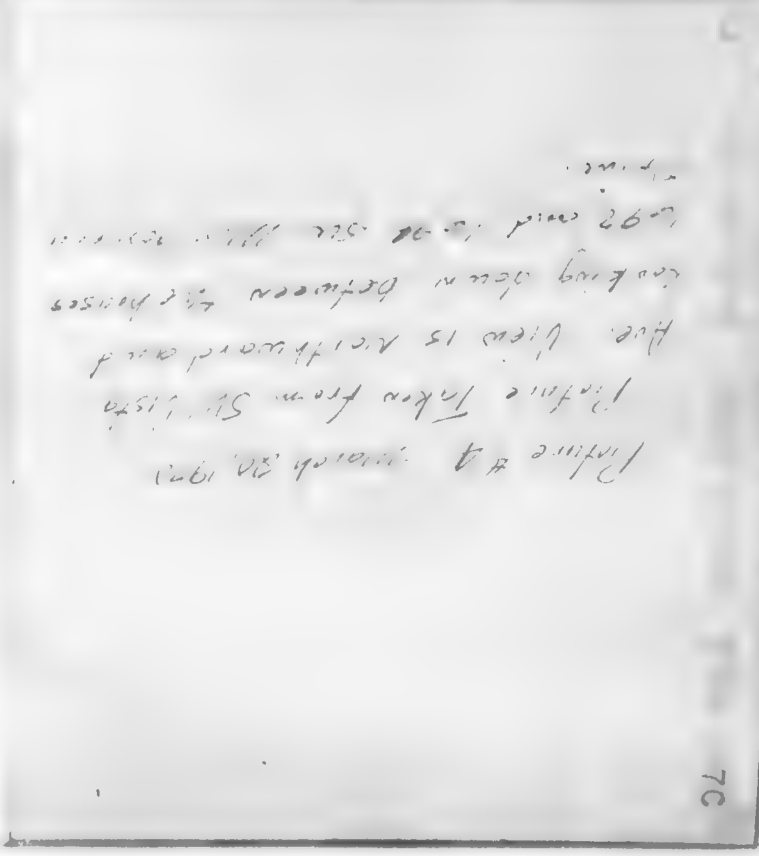
Picture #2 March 20, 1970
Shows "Spring" in front of CARTER property (1692 SW Montgomery Dr.). Water appears to come from under the Carter property & flow downhill (east) along edge of pavement.







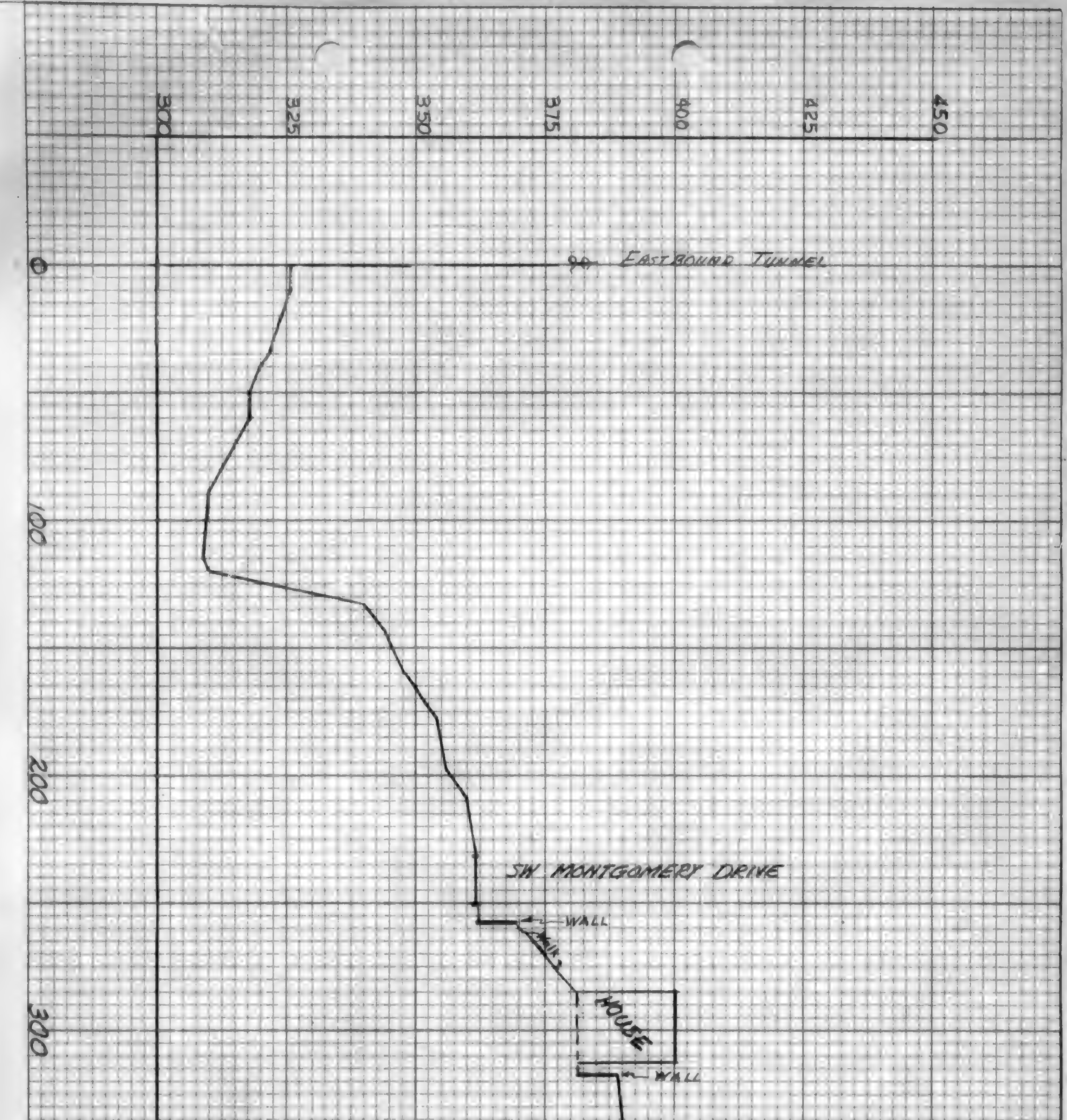


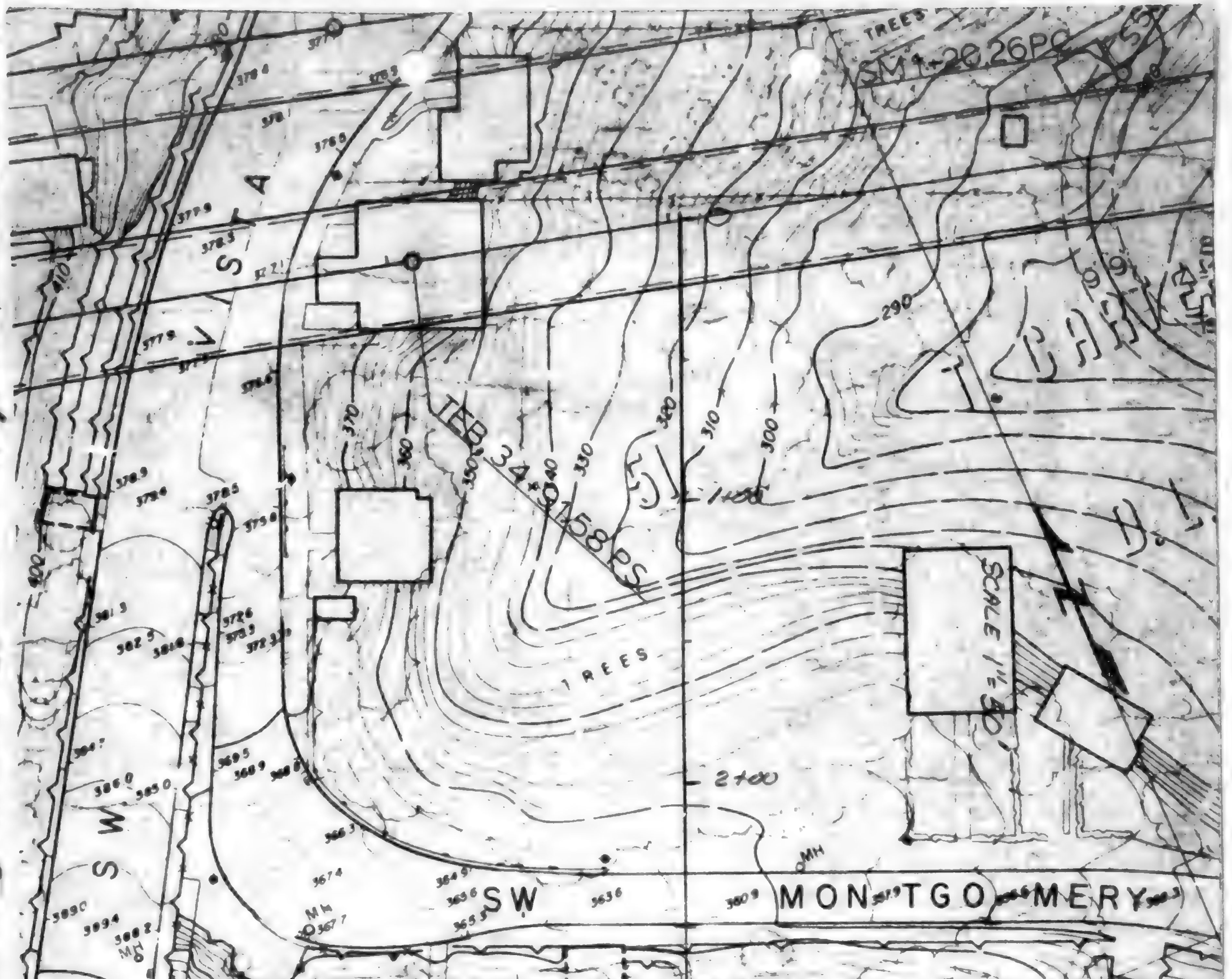


Picture #3 March 20, 1970
Looking east along SW Montgomery Dr. Shows water flowing along right edge of road. No water appears west of the Carter property.

Picture #4 March 20, 1970
Picture taken from SW Vista Ave. View is Northward and looking down between the houses 1692 and 1694 SW Montgomery Dr.

PRINTED IN U.S.A.





TREES
SM 4+20.26 PC
S W
V
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A
TEB 34+91.58 PS
370
360
350
340
330
320
310
300
290
1+00
2+00
3+00
4+00
SCALE 1"=40'
TREES
SW MONTGOMERY
MH
MH
GATE
1694
1692
TREES
410
2-3-23
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380
390
400
410
422.0

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 20, 1970

SUBJECT: Widmer Property
Vista Ridge Tunnel
Sunset Highway

To: Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Building
Salem

Mr. Widmer's home was inspected on May 14th, 1963. Pictures were taken and notes were made of the existing condition of the home at the time. A copy of this information was forwarded to him by Mr. Klaboe on June 6, 1963. No further inspection of the interior of the house has been made since 1963.

Since that time, three contracts have been let for tunnel work. Each of the Contractors have provided insurance holding the State harmless, etc.

In the past year there has been considerable coorespondence between this office, Mr. Widmer, Drake Winston and the insurance companies. The insurance companies contend that the blasting vibrations have been kept well below the intensity required to cause any structural damage. They proved this point to the satisfaction of a jury in the only law suit to date.

Mr. Widmer's home at 1730 S. W. Point Court is on top of Vista Ridge. I am sure the interior of the home must have developed new settlement cracks over the past seven years. How one would determine the exact cause of these, we do not know.

The exterior of the home, walks, driveway, etc., have not visibly changed from the picture taken in 1963. The exterior brick walls & chimney have no visible cracks at this time.

In being as fair as possible to Mr. Widmer, I would have to go along with Dan Gano, Division 1 and the specialist hired by the insurance companies. The intensity of the blast vibrations were not intense enough to cause structural damage. It seems reasonable to assume that these vibrations might contribute to the ground settlement if the soil was already stressed to the maximum.

There are numerous other claims on file with these insurance companies very similar to this one.

A. E. Johnson
Metropolitan Engineer

By:

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: Dan Gano
Harry Oswald

RECEIVED
MAR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 19, 1970

SUBJECT: Vista Ridge Tunnel
Blasting Data

To: Mr. J. H. Versteeg
Asst. Metropolitan Engineer
OFFICE

In reference to the blasting on the various tunnel contracts, the following are the blasting dates and charges per delay.

Contract No. 6346
Vista Ridge Pilot Tunnel

December 2, 1963 to February 21, 1964.
Average Charge - 4 to 5 lbs/delay.

Contract No. 6748
Vista Ridge Eastbound Tunnel

Side Drifts, January 21, 1966 to April 13, 1966.
Average Charge - 5 up to 8 lbs/delay.

Topheading, August 15, 1966 to March 10, 1967.
Average Charge - 6 up to 12 lbs/delay.

Contract No. 7122
Vista Ridge Westbound Tunnel

Side Drifts, March 15, 1968 to June 17, 1968.
Average Charge - 4 up to 10 lbs/delay.

Topheading, September 10, 1968 to December 28, 1968.
Average Charge - 4 up to 8 lbs/delay.

Harry W. Oswald
Harry W. Oswald
Resident Bridge Engineer

METROPOLITAN ENGINEER
RECEIVED
MAR 20 1970
ME AME AMS MOE MCE MTE

FORM E-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
March 19, 1970

To: Mr. A. E. Johnsen
Metro Engineer
5821 N. E. Glisan
Portland, Oregon

Attn: A. Versteeg

SUBJECT: Alleged Blast Vibration Damage
Mr. Walter J. Widmer
1730 S. W. West Point Court &
Mr. Malcolm Carter
1692 & 1694 S. W. Montgomery Drive
Vista Ridge Westbound Tunnel Sec.
Sunset Highway
Multnomah County

Reference is made to the attached report by Dan Gano, Geologist dated March 29, 1966. The report covers an investigation of alleged blast vibration damages by T. G. Huddleston at 1692 S. W. Montgomery Drive. The contractor maintained a safe level of blast vibration intensity throughout construction of the tunnels. This was done through the frequent use of blast vibration monitoring equipment and the services of a consulting Geophysicist. Because of this we must again deny that blast vibrations have been a contributing factor to any structural damages in the area, but rather the result of pre-existing surface and sub-surface ground conditions as described in the attached report.

Dan Gano

Dan Gano
Division Geologist

DG/mah
Encl.
cc: Harry Oswald

April 28, 1969

SAFECO Insurance Co.
3835 N. E. Hancock St.
Portland, Oregon

Attention: Mr. Tom Varnett

Dear Mr. Varnett:

Blasting Damage
Vista Ridge Tunnels
Contract's 6346, 6748 & 7122

Enclosed herewith are copies of a letter from Mr. Walter J. Widmer of 1730 S.W. West Point Court, Portland, 97201, together with a copy of a letter from the Argonaut Insurance Company and a copy of his reply to them. This information is forwarded to you in reference to Mr. Widmer's claim for damages.

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:lh
Enc
cc: Legal Division, Attn: Jack Sollis
Walter J. Widmer

NOTED
D. L. [illegible]RSON

N
J. [illegible] VERSTEEG

NOTED
JON ROSE

NOTED
K. D. LIMBOCKER

NOTED
E. L. HARDT

1730 S.W. West Point Court • Portland, Oregon 97201 • -6057

March 24, 1969.

nsurance Companies
N 6th Avenue
land, Oregon 97204

Attn: Mr. R.L.Hurner, Claims Examiner

RE: Claim 05C-000820

Gentlemen:

Your letter of March 14 advising, "Our position is......",etc. appears irrelevant. The inspection of our home by your Mr. Kawalski February 12, 1969 should give you pertinent data concerning the damages to our home.

The Highway Department inspection of our home May 14, 1963 was minute in detail with notes and pictures. The present condition of our home does not require opinions or judgments of geophysicists or seismograph records to observe broken ceramic tile in a bath room where previously there were none. Or, in another bath room at least twenty cracked ceramic tiles where the May 14th inspection noted but two broken tiles. These two were cracked by the earthquake Nov.5, 1962 together with a ceiling plaster crack in the dining room which is presently much worse. Following the blasting on many occasions plaster fell on the floor from this cracking making a regular chore the removal of plaster under this crack on the floor.

A fault-crack is noticeable through the wall-to-wall padding and carpet of the living-dining area of our home. Earth dust from beneath the concrete floor has sifted through from below making a stain on the carpet. We are told this cannot be satisfactorily removed by acceptable cleaning process because it is an'earth-stain'. Broken cork floor tile is also noted. Many hundreds of wall plaster cracks and enlargement of others are noted throughout the house. Possibly ridgid construction design and type of materials used not having elastic properties made our home especially vulnerable to the slightest of earth movements caused by blasting. Listening to dishes rattling in closed cupboards and daily straightening wall pictures askew did not cause damage but were constant reminders of the punishment taken by our home during blasting operations.

Since the blasting is now substantially completed, we request a determination of the damage without inexcuseable delay. We wish to have repairs made so we may again enjoy an environment not reflecting,as a constant reminder, a condition revealing neglected maintenence care.

Yours truly,

Walter J. Widmer

cc:
Mr.A.V.Benedict, Hwy.Dept.

Contract 7122

ter J. Widmer 1730 S.W. West Point Court • Portland, Oregon 97201 • 223-6057

March 24, 1969.

Mr. A. V. Benedict, Asst.Metropolitan Engineer
Oregon State Highway Department
5821 N E Glisan Street
Portland, Oregon 97213

Dear Mr. Benedict:

Attached herewith is a copy of a letter received from the Argonaut Insurance firm which is self-explanatory. I also enclose a copy of my letter to them of this date.

Stalling and delaying maneuvers, not often overlooked by insurance companies, appear to be suspect in our case.

We have been disturbed considerably for a long time by the operations in our area and we will appreciate any urging which your Department may, with good grace, apply in our behalf toward an equitable settlement of damages due us. We are quite willing to accept arbitration of this matter.

I am sure it is unnecessary to mention that prudence should delay final payment to involved contractors and acceptance of work performed until just claims of liability have been settled equitably. When our business in connection with our damage is resolved, we shall not fail to advise you by letter.

Yours very truly,

Walter J. Widmer

METROPOLITAN ENGINEER
RECEIVED
MAR 25 1969
☐ MC ☐ AME ☐ AME ☐ MOE ☐ MDE ☐ MTE

[illegible]
514 SOUTHWEST SIXTH AVENUE • PORTLAND, OREGON 97204

March 14, 1969

ST PAUL. INS. MR BELTER 3/17/69
PILOT TUNNEL, ?

Walter J. Widmer
1730 S.W. Point Court
Portland, Oregon

Re: Claim No: 05C-000820
D/Injury: 1/23/69

Dear Mr. Widmer:

Your letter of January 23, 1969 directed to Mr. F. B. Klaboe, State of Oregon Highway Department was referred to us as the liability insurance carrier for Drake-Winston Joint Venture.

Our position is, and has been, that the blasting conducted by the Drake-Winston Joint Venture in constructing the Vista Ridge tunnel have caused vibrations well below the intensity required to cause any structural damage. This position is supported by seismographic records and the opinion of an independent consulting geophysicist.

Inasmuch as it would appear that any alleged damage you may have sustained to your residence was the result of blasting operations conducted in the commission of the pilot tunnel and since your claim has been directed to the State Highway Department, it is suggested that you discuss the matter of possible damage with Dooly and Company, Board of Trade Building, Portland, Oregon. Dooly and Company was the broker placing the insurance coverage for the contractor engaged in the pilot tunnel project.

Yours very truly,

RLHurner

Richard L. Hurner
Claims Examiner

RLH:ch
cc: John R. Gray, Project Manager
Drake-Winston Joint Venturers
P.O. Box 491
Portland, Oregon

Johnson

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 24, 1969

Mr. John R. Gray
Drake-Winston Joint Venturers
P. O. Box 491
Portland, Oregon 97207

Re: Blasting Damage
Vista Ridge Tunnels
Contracts 6346, 6748, and
7122

Dear Mr. Gray:

Inasmuch as all blasting damage that may have occurred as a result of the commission of the Pilot Tunnel and the other two tunnels are covered by insurance, we suggest that you or your insurance company discuss the matter of possible damage caused by the Pilot Tunnel blasting with Dooly & Co., Board of Trade Building, Portland, Oregon.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:krk

cc: A. E. Johnson
A. V. Benedict
Ivan Merchant
Dooly & Co.

METROPOLITAN ENGINEER
RECEIVED
FEB 25 1969
☐ ME ☐ AME ☐ AME ☐ MOE ☑ MOE ☐ MTE

NOTED
A. V. BENEDICT

REFERRED TO
Wm Ikola
Date: 2-3-69 By: HWZOT
For: Your Information

Due Date:

Portland, Oregon
February 13, 1969

Mr. I. D. Merchant
Bridge Engineer
Salem

Vista Ridge Tunnels
Sunset Highway
Contract No's. 6748 and 7122

Forwarded herewith is a copy of a letter from Drake-Winston Joint Venturers which raises a question of joint liability on claims for blasting damage for periods extending back into the Pilot Tunnel project, contract No. 6346. This is in reply to my letter of January 24, 1969 forwarding a letter of complaint from Walter J. Widmer of 1730 S. W. West Point Court.

To the best of my knowledge, we never made a second survey of any of the houses involved, but did turn our records over to each of the insurance companies involved. The insurance company adjusters made investigations when complaints were received. So far as we know, this is the first complaint received from this individual, and he no doubt feels he is doing the right thing by waiting until all blasting on the project has been completed.

Please advise what reply is to be made to Drake-Winston. I would suggest that a legal opinion would be in order.

A. E. Johnson
Metropolitan Engineer

by

A.V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

RESIDENT BRIDGE ENGR.
RECEIVED
MAR 3 - 1969
WILLIAM E. IKOLA
☐ ☐ ☐ ☐

NOTED
[illegible]

AVB:lh
Enc
cc: F. D. Morgan
Wm. Ikola

NOTED
K. D. LIMBOCKER

NOTED
E. L. HARDT

NOTED
A. E. JOHNSON

NOTED
VERSTEEG

NOTED
JON ROSE

February 13, 1969

Drake-Winston Joint Venturers
P.O. Box 491
Portland, Oregon 97207

Attention: Mr. John R. Gray

Dear Mr. Gray:

Vista Ridge Tunnels
Sunset Highway
Contracts 6748 and 7122

This will acknowledge receipt of your letter of February 3, 1969, regarding claim of Walter J. Widmer for blasting damage. The question you raise is too technical for me, so I am passing it on to our Salem office for legal advice.

The results of our 1963 pre-blast survey were supplied to your insurance carrier December 19, 1965, purely as an advisory matter. Your insurance carrier was at liberty to make his own survey and, in some cases at least, did so.

A more complete reply will be made when we hear from our Salem office.

Yours very truly,

A. E. Johnson
Metropolitan Engineer

by

A. V. Benedict
Assistant Metropolitan Engineer

AVB:lh

cc: I. D. Merchant
F. D. Morgan
Wm. Ikola

DRAKE-WINSTON JOINT VENTURERS
P. O. BOX 491 • 223-7341
PORTLAND, OREGON 97207

February 3, 1969

Oregon State Highway Department
Metro Office
5821 N.E. Glisan St.
Portland, Oregon

Attention: Mr. A. E. Johnson - Metro Engr.
Mr. A. V. Benedict - Asst. Metro Engr.

Reference: Vista Ridge Tunnels

Gentlemen:

Copies of your letter dated January 24, 1969, to Drake-Winston, Joint Venturers and Mr. Walter J. Widmer's letter of January 23, 1969, to the O.S.H.D. have been forwarded to our insurance carrier, Argonaut Insurance Co., regarding any possible blasting damage at Mr. Widmer's residence at 1730 S.W. West Point Court, Portland, Oregon.

From the preblast survey records given to Drake-Winston by the O.S.H.D. at the start of the TEB project, it would appear that the O.S.H.D. did not conduct a post-blast survey following completion of the TEB pilot tunnel blasting.

Because of this pilot tunnel blasting, it appears that the O.S.H.D. would be obligated to pay a portion of any proved blasting damages. Therefore, please check the O.S.H.D. records to see if a post-blast survey, in fact, exists. If so, may Drake-Winston have a copy of said record?

Please advise if you do not feel that this reasoning is correct.

Very truly yours,

DRAKE-WINSTON JOINT VENTURERS

John R. Gray
Project Manager

c.c: Argonaut Ins. Co.

METROPOLITAN ENGINEER
RECEIVED
FEB 4 1969
☐ ME ☐ AME ☐ AME ☐ HOE ☐ MOE ☐ MTE

OREGON STATE
HIGHWAY DEPARTMENT

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

January 27, 1969

Mr. Walter J. Widmer
1730 S. W. West Point Court
Portland, Oregon 97201

Dear Mr. Widmer:

This is to acknowledge receipt of your letter of Janua~~ry 23~~, 1969 asking for an inspection of possible blasting damage to your home near the Vista Ridge tunnels.

Since work on these tunnels has been by contract, with the contractor liable for any damage, I am referring your letter to Drake-Winston Joint Ventures, the contractor on the present West Bound tunnel and, also, on the previous East Bound tunnel. You should hear from his insurance carrier in a few days.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By:

A.V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:pb

cc: Mr. Ivan D. Merchant
Mr. F. D. Morgan
Mr. William Ikola

RESIDENT BRIDGE ENGR.
RECEIVED
JAN 28 1969
WILLIAM E. IKOLA
☐ ☐ ☐ ☐

January 24, 1969

Drake-Winston, Joint Ventures
P.O. Box 491, Federal Station
Portland, Oregon 97207

Gentlemen:

Transmitted herewith is a copy of a letter from Walter J. Widmer, 1730 S.W. West Point Court, asking for determination of blasting damage to his residence. Please refer this to your insurance carrier for appropriate action.

Yours very truly,

A. E. Johnson
Metropolitan Engineer

by

A.V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:lh
Enc
cc: F. D. Morgan
Ivan Merchant

NOTED
A. E. JOHNSON

NOTED
JON ROSE

lter J. Widmer 1730 S.W. West Point Court • Portland, Oregon 97201 • 223-6057

January 23, 1969.

State of Oregon, State Highway Department
5821 N E Glisan Street
Portland, Oregon 97213

Attention: Mr. F. B. Klaboe, Metropolitan Engineer

Gentlemen:

Prior to construction and blasting for the Vista Ridge Tunnels near our home we received a request from your Department to inspect the condition of our home. Representatives of your Department made such an inspection and survey on May 14, 1963.

At this time blasting for this construction is presumed to be ended. Some defects noted at the time of your inspection have become noticeably worse and some additional damage has resulted from vibrations and earth shaking incidental to much blasting work done by the firms performing this construction work.

We request that you now re-inspect and survey our home to ascertain its present condition and to determine the probable cost of repars that are needed in order to place the structure in good condition.

Yours very truly,

Walter J. Widmer

METROPOLITAN ENGINEER
RECEIVED
JAN 24 1969
MDE MIE

NOTED
ON ROSE

E. L HARDT

FORM [illegible] SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
March 29, 1966

SUBJECT: Earth Slide-Huddleston Property
Vista Ridge E.B. Tunnel Section
Sunset Highway
Multnomah County

To: Mr. A. E. Johnson
Metropolitan Engineer
5821 N. E. Glisan
Portland

Reference is made to a letter dated March 9, 1966 from Mr. Thomas G. Huddleston, 1692 S. W. Montgomery Drive, Portland. Mr. Huddleston describes an earth slide that occurred on January 1, 1966 resulting in the loss of approximately 15 cubic yards of material from his terraced front lawn. The letter concludes with the feeling that Huddleston holds the Oregon State Highway Department and contractors responsible for the existing damages and any future aggravation of the slide area.

Don Gano and Gary Shaffer, geologists, visited the property on March 15, 1966 and made a preliminary investigation. Photographs were taken, observations were made, and the problem was discussed with Mr. and Mrs. Huddleston. Mr. Huddleston expressed the feeling that blasting during construction of the pilot tunnel (December 2, 1963 to February 21, 1964) contributed to the slide problem. He said he first noticed cracks in his front lawn sometime during the summer or early fall of 1965.

Mr. Jack Gray, Superintendent of Drake Construction Company, was visited by Don Gano and Warren Pasco, geologists, on March 17, 1966. The Huddleston slide problem was discussed. A brief description of Mr. Gray's early contact with the problem is as follows:

> January 3, 1966: Mrs. Huddleston called Gray and told him of the earth slide.
>
> January 7, 1966: Mr. Gray received a letter from Pat Dooley, Huddleston's attorney, concerning the slide problem. Gray submitted the letter to the insurance representative for Drake Construction Company.
>
> March 7, 1966: Mr. Huddleston telephoned Mr. Gray and said that he felt the slide was caused by construction of the pilot tunnel. (Note: Gray's diary should be referred to for more accurate details.)

The Huddleston property was visited a second time on March 21, 1966, by Dan Gano and Warren Pasmo, geologists. Additional photographs were taken.

Our records on the pilot tunnel indicate that the use of explosives terminated on February 21, 1964, almost two years prior to the slide on the Huddleston property. It is not felt that tangible evidence exists relating the subject earth movement of January 1, 1966 to blast vibrations resulting from construction of the Vista Ridge Pilot Tunnel. Conditions supporting this contention are as follows:

1. Earth movement similar to what occurred on the Huddleston property was not uncommon in the Vista Ridge area prior to construction of the pilot tunnel. Weak soil conditions are common in the area.

2. Mr. Huddleston admitted that heavy ground water conditions (springs) have been evident on his property since he purchased it.

3. Existing retaining walls, concrete walks, steps, and foundations on the Huddleston property as well as adjoining properties contain numerous old cracks. Differential displacement is evident along many of the cracks. The conditions appear to have occurred over a long period of time as a result of stresses caused by weak soils in the area.

4. Records of blast vibrations were taken near the Huddleston residence during construction of the pilot tunnel. Intensities of the vibrations were well below the generally accepted safe velocity limit of two inches per second. Earthquakes were recorded in the Portland area during and after construction of the pilot tunnel. It is quite possible that one or more of the earthquakes subjected the Vista Ridge area to ground vibrations of greater intensities than those caused by blasting in the pilot tunnel. The earthquake of December 26, 1963 was reported to have an intensity of 4 on the Richter scale. This was estimated to be equal in intensity to blast vibrations with velocities of 1 to 2 inches per second.

5. No soil (slope) failures were reported while explosives were being used for construction of the pilot tunnel. This work was done during the wet season of the year (December 1963 to February 1964). Cracks were reported to have appeared in Huddleston's front yard the summer or early fall of 1965. This followed a winter during which periods of heavier than normal precipitation were experienced. The Christmas week floods occurred December of 1964. The actual earth movement or slope failure of January 1, 1966 also followed a period of heavy

precipitation. It is felt that these conditions alone are more significant as a contributing cause to the Huddleston slope failure than the ground vibrations resulting from blasting during construction of the Vista Ridge Pilot Tunnel.

One slide crack is visible in the front yard of the property at 1694 S. W. Montgomery Drive, just west of the Huddlestons. This is either an extension of cracks from the Huddleston slide or one that has occurred independently but as a result of the same conditions that apply to the Huddleston slope failure. Photographs have been attached.

Dan Gano

Dan Gano
Geologist

DG:lh

Enc

cc: Morgan
Rohde
Yarbrough
Ikola

March 9, 1966

To Oregon State Highway Commision,
Metropolitan Division

Preliminary construction on the Vista Ridge Tunnel project directly resulted in damages to property located at 1692 S.W. Montgomery Drive (Lot 1, Block 66, Carters addition to the city.) from blasting concussion. The central earth section at the front of the property's terraced levels appeared to sag several inches, cracks began to appear on the uppermost terrace. These cracks increased in size and number over the time elapsed until on January 1, 1966 extremely heavy rains entering the cracked areas caused this sunken section to become so saturated that about fifteen yards of earth sloughed off exposing the foundation of the residence's front porch and endangering the neighboring properties to similar occurance.

Mr. Hoffman of Ureca, Inc., Engineering Consultants witnessed this cracked area prior to the heavy rains and the slide damage. He remarked that he would have the area staked out and kept under observation. This was never done. Similar cracks are present in the earth and stairway some twenty-five yards away on Mr. Malcolm Carter's property. We hold an easement on the stairs and have witnessed new cracks and enlargment of existing cracks since the preliminary work began.

A steel re-enforced concrete retaining wall is at the base of the entire mentioned slope. The wall has been in place without incident for about thirty-five years. The slope has been covered with grass and ivy for at least six years prior to the tunnel construction and had never shown any signs of sinking or sliding prior to the blasting concussion.

Immediately after the slide, the entire area was covered with sheet plastic to prevent further saturation from rains and the city engineer's office inspected the area for safety. The home was vacated for a month following the slide for the safety of the occupants.

All persons having an interest in the problem were contacted and the contractors for the tunnel work expressed no interest either in the existing damage or in preventative measures to avoid additional damage from renewed construction blasting.

We are looking to the Oregon State Highway Commision and the contractors for damages or satisfactory repair of existing damagesand will hold you responsible for damages or aggrivations to the slide area mentioned or the involved residence.

Sincerely,
Mr. Thomas L. Huddleston
1692 S.W. Montgomery Dr.
Portland, Oregon 97201

REFERRED TO
Dan Gann
Date: 3-14-66 By: [illegible]
For: Report
[illegible] 3-17
Due Date: 3-18-66

METROPOLITAN ENGINEER
RECEIVED
MAR 14 1966
☐ ☐ ☐ ☐ ☐ ☐
ME AMS AME HUE MUE MTE

RECEIVED
MAR 13 1970
FOR FILING

F-U-318(11)
7122

(2)

March 13, 1970

Mr. Marko L. Haggard
Ombudsman
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mr. Haggard:

I have your March 11 letter concerning the complaints of Walter J. Widmer and Malcolm Carter relative to alleged damages in connection with the Vista Ridge Tunnel construction in Portland.

The matter was discussed with some of our Portland people, and we will conduct a complete review. This may take a little time but we will let you know the result of our findings.

Thank you for calling it to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
A. E. Johnson/att - This is the letter from the Governor's office and the subject of the complaints we discussed yesterday morning.

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

March 11, 1970

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Porter:

Mr. Walter J. Widmer was in my office on February 24, 1970, and complained about damage to his home over a period of time because of the Vista Tunnel construction. It is apparent your Department made a detailed check for damage to a number of homes which are in the area of the construction easement, including his home which is located at 1730 S. W. West Point Court. The home was not in the main easement area but nevertheless sustained damage to the interior which otherwise may never have occurred.

He has been in correspondence with the Argonaut Insurance Company who have refused to recognize his claim for damages as related to their contract with the State. They suggested that other contractors were responsible and Mr. Widmer obviously feels they are trying to avoid their rightful responsibility.

There is also another complaint received by this office from a Mr. Malcolm Carter concerning damage to sewer lines at 1692 & 1694 S. W. Montgomery Drive in the construction area.

Both Mr. Widmer and Mr. Malcolm only wish to be reimbursed for their expenditures in repairing their properties, and feel that securing the services of an attorney would be a prohibitive cost.

I feel that you should explore this matter diligently as the citizenry should not be subject to any penalty when the responsibility rests with the contractor as to damage sustained and they should not have to seek redress through the courts with added costs and attorney fees.

I am enclosing a copy of Mr. Carter's letter to this office, and a copy of his bill for your information.

Sincerely,

Marko L. Haggard

Marko L. Haggard
OMBUDSMAN

RECEIVED
MAR 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MLH/neb
Enclosure

Telephone (503) 232-9737

ITT
LIGHTING FIXTURE DIVISIONS

Malcolm Carter, Agent
811 S.E. Stark, Portland, Oregon 97214

February 26, 1970

Mr. Wayne G. Huffman
Asst. to Ombudsman
Office of Governor
State Capital Bldg.
Salem, Oregon 97310

Re: Vista Ridge Tunnel

Subject: Broken Sewer Lines, 1692 and 1694 S.W. Montgomery Dr.

Dear Sir:

Your office has been suggested as our only resort for action leading to a redress of grievances involving broken sewer lines resulting from the referenced project.

My neighbor, at 1692 S. W. Montgomery Dr., has an easement across our property for their sewer line which connects with ours and moves out into the public street and the city trunk line. The residences and the sewer pipe installations are approximately 45 years old and were installed under permit from the City of Portland. The breakage occurred at several places behind concrete retaining walls on our hillside property. These substantial concrete lines have been functioning perfectly over these several decades.

Two separate plumbing concerns, who have performed work or inspected the problems, both feel the breakages occurred in the last 24 months and that, in all probability, the breakage and pipe displacement occurred over a series of detonations set off in connection with the excavation for the Vista Ridge Tunnel.

Although a number of home owners and properties have been damaged, in varying degree, by the explosions, we understand that only one suit has been brought to recover damages. The State Highway Dept. and the contractors, Drake-Winston, obviously foresaw possible damage and prepared elaborate defenses against such possible recovery actions. Insurance costs, in all probability, were formidable. It is little wonder, therefore, that the recovery suit failed. We understand that the battery of soil and blasting technicians were flown in from California for the defense.

Is it any wonder that others, such as ourselves, would be illadvised to bring similar action. Attorney and court costs would easilty exceed our repair costs; the attorneys we have talked to would not be interested in the case on a contingency basis. We enclose a photostat of the bill from our plumber.

The referenced project is nearing completion. We look to your office as our only hope in seeking settlement. Your inquiry to State agencies concerned might well be made, promptly, before payment of final retainages make our position less tenable.

We would appreciate hearing from you and would be happy to provide further detail.

Very truly yours,

Malcolm Carter

Malcolm Carter

MC:cw

INVOICE

Thompson's Hollywood
Plumbing & Appliance Co. Inc.
2502 N E BROADWAY
PORTLAND OREGON 97232
PHONE 288-5219

SOLD TO

Mr. Malcom Carter,
1694 S.W. Montgomery Drive.
City.

Feb. 16, 1970 INVOICE # 9511 P O #

Install new water service line - labor & material.		113.75
Labor, material & permit fees repairing broken sewer line.	1,142.76	
Less one half of bill to be paid by Mrs. Pat McLean.	571.38	571.38
		$ 685.13

Form 2-26-4M

RECEIVED
APR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F-U318(11)
7122

STATE COPY

G-11P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED BY [illegible]
Contingent upon [illegible] of project agreement if [illegible] funds are required
Dist. Engineer
TITLE
DATE MAR [illegible] 1970
U.S. BUREAU OF PUBLIC ROADS

Project Name Vista Ridge Westbound Tunnel
Date March 12 1970
Highway Sunset
Contract No. 7122
County Multnomah
Prefix 26-1090-~~900~~
Contractor Drake-Winston
F. A. Project No. F-U-318(11)
Address P.O. Box 491, Fed. Sta., Portland, Oregon 97207
Order No. 24

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct ditch and inlet to intercept seepage and runoff.

1. Equipment rental rates shall be in accordance with State AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract of this project.

Tentative approval obtained from BPR March 6, 1970.

This work has not started.

Location by station numbers:

SM 9+50 to TWB 28+50
Along north access control line.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$350.00
Equipment	300.00
Materials	100.00
Total	$750.00

RECEIVED
MAR 24 1970
BRIDGE DIVISION

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work not provided for in plans and specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization		$4,233,919.50
Present estimate of project cost, including $750.00 for work under this order		$4,171,988.99
Expected under-run over-run amount	UNDER	$61,988.99
Expected under-run over-run per cent	UNDER	1.46%

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... ~~Assistant~~/Division Engineer

Approval Recommended: .... Construction Engineer ~~or~~ Bridge Engineer

4-6-70

Approved: .... ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ ~~Office~~ Construction Engineer.

SP*23577-734

STATE COPY

Form E-306-6M

FU-318(11)
7122

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 3/6/70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE
U.S. BUREAU OF PUBLIC ROADS

Project Name Vista Ridge Westbound Tunnel
Date March 10, 1970
Highway Sunset
Contract No. 7122
County Multnomah
Prefix 26-1090
Contractor Drake-Winston
F. A. Project No. F-U 318(11)
Address P.O. Box 491 Fed. Sta., Portland, Oregon 97207
Order No. 23

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Concrete removal: Sidewalk, walls and driveways from old P.G. & E. substation.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

Tentative approval obtained from BPR on March 6, 1970.

This work has not started.

Location by station numbers:

"NC" 22+50 to 26+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$1,000.00
Equipment . . .	$1,500.00
Total	$2,500.00

RECEIVED
MAR 16 1970
BRIDGE DIVISION

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not called for in the plans or special provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,233,919.50
Present estimate of project cost, including $2,500.00 for work under this order $4,171,180.51
Expected under-run over-run amount UNDER . . . $62,738.99
Expected under-run over-run per cent UNDER . . . 1.48%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Alfred C. Resident; Construction Engineer or Bridge Engineer

4-1-70

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ Construction Office Engineer.

SP*33371-734

Form E-26-4M

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

F-U-318(11)

STATE COPY

6-11

APPROVED EFFECTIVE DATE 2/ /70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

20 FEB 1970

U. S. BUREAU OF PUBLIC ROADS

Project Name	Vista Ridge Westbound Tunnel	Date	February 6, 1970
Highway	Sunset	Contract No.	1122
County	Multnomah	Prefix	26-1090
Contractor	Drake-Winston	F. A. Project No.	F-U 318(11)
Address	P.O. Box 491, Federal Station, Portland, Ore. 97207	Order No.	22

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install temporary barricade for opening of westbound tunnel. Remove temporary luminaires & guardrail from 18th Ave. temporary connection.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract for this project.

This work has not started.
Tentative approval obtained from BPR, Feb. 6, 1970.

Location by station numbers:

"C" 20+50 - "TWB" 46+00

Estimate of quantities and cost:

Labor	$1,500.00
Equipment	$ 500.00
Materials	$1,500.00
Total	$3,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in plans or special provisions.

Salvage value of 25% of the cost of material removed under this order will be credited to the project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,233,919.50
Present estimate of project cost, including $3,500.00 for work under this order	$4,153,197.51
Expected under-run / over-run amount UNDER	$80,721.99
Expected under-run / over-run per cent UNDER	1.91%

Space to right of this line is for use of Salem Office

2-27-70

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Area Division Engineer

Approved: for Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

Constr. Eng.

SP*23577-734

Form E-X6-4M

F-U-318(11)
7122

OREGON STATE HIGHWAY DEPARTMENT

G-1P

APPROVED EFFECTIVE DATE 1/19/70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 13 FEB 1970
U.S. BUREAU OF PUBLIC ROADS

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Vista Ridge Westbound Tunnel
Highway Sunset
County Multnomah
Contractor Drake-Winston
Address P.O. Box 491, Federal Station, Portland, Ore. 97207

Date February 6 1970
Contract No. 7122
Prefix 26-1090
F. A. Project No. F-U 318(11)
Order No. 21

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install one 50 KVA emergency generator for tunnel luminaires.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract for this project.

This work has not started.
Tentative approval obtained from BPR, Feb. 6, 1970.

Location by station numbers:

"TEB 31+50 - "SM" 3+00
Tunnel Control Room.

Estimate of quantities and cost:

Labor	$ 6,000.00
Equipment	$ 1,000.00
Materials	$ 8,000.00
Total	$15,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not called for in plans or special provisions.
Contractor's price for doing this work cannot be substantiated.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,233,919.50
Present estimate of project cost, including $15,000.00 for work under this order	$4,153,197.51
Expected under-run / over-run amount UNDER	$ 80,721.99
Expected under-run / over-run per cent UNDER	1.91%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Edward [illegible]
~~Assistant~~ Division Engineer

Approval Recommended: Alfred A. [illegible]
Construction Engineer ~~or Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~ Construction Office Engineer.

2-20-70

SP*23577-734

RECEIVED
JAN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1/7/70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 23 JAN 1970
~~U. S. BUREAU OF PUBLIC ROADS~~

Project Name Vista Ridge Westbound Tunnel
Highway Sunset
County Multnomah
Contractor Drake-Winston
Address P.O. Box 491, Federal Station, Portland, Ore. 97207

Date Jan. 7 1970
Contract No. 7122
Prefix 26-1090
F. A. Project No. F-U 318(11)
Order No. 20

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct retaining wall & transition curbs shown on Drawing No. RE-17, also signing, lighting and barricades necessary for protection of traffic.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract for this project.

This work has not started.
Tentative approval obtained from BPR, Jan. 7, 1970.

Location by station numbers:

"SC" 11+00 to "TEB" 27+00

Estimate of quantities and cost:

Labor	$5,000
Equipment	$3,000
Materials	$2,000
Total	$10,000

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not called for in plans or special provisions.
Contractor's price for doing this work cannot be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,233,919.50
Present estimate of project cost, including $10,000.00 for work under this order $4,151,197.51
Expected under-run / over-run amount UNDER $82,721.99
Expected under-run / over-run per cent UNDER 1.95%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
Approval Recommended: Assistant Division Engineer
Approval Recommended: Construction Engineer or Bridge Engineer
Approved Deputy State Highway Engineer, Assistant State Highway Engineer

1-27-70

RECEIVED
NOV 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

APPROVED EFFECTIVE
Contingent upon modification of project agreement if additional funds are required
BY L.M. Brooks
Dist. Engineer
TITLE
DATE 7 NOV 1969
U. S. BUREAU OF PUBLIC ROADS
Order No. 3

Form A-100—5M

F-U-318(11)

G-1P

OREGON STATE HIGHWAY DEPARTMENT

STATE FORCES
NOT INVOLVED

7122

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name: Vista Ridge Westbound Tunnel
Date: September 30, 1969
Highway: Sunset
Contract No. 7122 F. A. Project No. F-U 318(11)
County: Multnomah
Prefix 26-1090 Account No. 230 - 3

Description of Work To Be Done: Install 6" water main in S. W. Ford Street from Market Street Drive to Northerly Right of Way Line. All work to be done by the City of Portland Water Bureau.

This work has not started

Location by Station Numbers:

TWB 38+50 Rt.

NOTED
F. B. KLABOE

Estimate of Quantities and Costs:

Estimated Cost.................... $ 3,856.00

Billings to be made on the basis of Actual Cost.

Explanation: This work is necessary to connect 6" Fire Line that was installed in the R/W Line from Ford St. Dr. to West Portals of the Tunnel under E.W.O. No. 17.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $4,233,919.50
Present estimate of project cost, including $ 3,856.00 for work under this order $4,152,113.56
Expected under-run / over-run (amount) . . Under-run 83,305.94
Expected under-run / over-run (per cent) . Under-run 2.01%

Space to right of this line is for use of Salem Office

Submitted by: Henry W. Bud Resident Engineer

Approval Recommended: Edward C. Ehrhardt Division Engineer

Approval Recommended: Alfred A. Rowe for ~~Construction Engineer or~~ Bridge Engineer

Approved: G. F. Deibner ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ ~~Engineer.~~
for Construction
~~the Deputy or Assistant State Highway Engineer.~~

State Printing

Refer to Morgan 11-10-69

STATE COPY

RECEIVED
OCT 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

10 E 41-30
712

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9/12/69
Contingent upon modification of project agreement if additional funds required
BY [illegible]
TITLE Dist. Engineer
DATE 16 OCT 1969
U. S. BUREAU OF PUBLIC ROADS

Project Name Vista Ridge Westbound Tunnel
Highway Sunset
County Multnomah
Contractor Drake-Winston
Address P.O. Box 491 Federal Station, Portland, Ore., 97207

Date ~~September 16~~, 19 69.
Contract No. 7122
Prefix 26-1090
F. A. Project No. F-U-318(11)
Order No. 18

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Miscellaneous protective work required to detour Westbound Canyon Rd. traffic in order to construct the "C" Line. See reverse side of order.

1. Equipment rental rates shall be in accordance with State-A.G.C. Agreement.
2. Percentage allowed contractor to be in accordance with executed contract for this project.

This work started September 16, 1969. Prior tentative approval obtained from B.P.R. on September 12, 1969.

Location by station numbers:

"Co" 39+00 to "L8B" 50+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor....................	$1,500.00
Equipment...............	500.00
Materials...............	1,000.00
Total	3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work not provided for in plans or special provisions. ~~$1,500.00 was provided in the authorization for salvaging the median barrier. (See Item A)~~

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,233,919.50	
Present estimate of project cost, including $3,000.00 for work under this order	$4,105,310.75	
Expected under-run over-run amount Under-run .	$128,608.75	
Expected under-run over-run per cent Under-run .	3.04%	

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible] 10-20-69
~~[illegible]~~

Item

A. - Remove existing median barrier.

B. - Install Type-2 Barricade.

C. - Move existing barricade.

D. - Install detour signing.

E. - Cover or salvage non-applicable signs.

F. - Reinstall barricade lights.

F-U 318(11)

Form 2-... RECEIVED
SEP 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7122

STATE COPY

G-1P

APPROVED
Contingent upon [illegible]
project agr[illegible]
funds are [illegible]
Date 4 JUL [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Vista Ridge Westbound Tunnel
Date August 15, 1969
Highway Sunset
Contract No. 7122
County Multnomah
Prefix 26-1090
Contractor Drake-Winston
F. A. Project No. F-U 318(11)
Address P.O. Box 491 Fed. Sta., Portland, Ore. 97207
Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install approximately 470 feet of 6-inch emergency fire main from Ford St. Drive to West portals of Eastbound and Westbound Tunnels including a standard fire hydrant located approximately 100 feet west of each tunnel portal. Also furnish and install 240+ feet of 2-1/2-inch galvanized irrigation pipe in the same trench with fire main in the area above the tunnels.

1. Equipment rental rates shall be in accordance with State-A.G.C. Agreement.
2. Percentage allowed contractor to be in accordance with executed contract for this project.

This work has started with prior tentative approval from B.P.R.

Location by station numbers:

TWB 38+50 to TWB 42+20

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Material	$2,925.00
Labor	2,075.00
Equipment	1,300.00
	$6,300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The emergency fire main to provide fire protection to both tunnels. The 2-1/2-inch irrigation pipe to be installed at this time to avoid disturbing slope at a later date.

This work was not provided for in the plans or special provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,233,919.50
Present estimate of project cost, including $6,300 for work under this order $4,102,310.75
Expected under-run / over-run amount UNDER $131,608.75
Expected under-run / over-run per cent UNDER 3.11%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved: /s/ F. D. Morgan ✓ 9-3-69

RECEIVED
JUL 25 1969

FOR FILING

F I- 518(11)
7122

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 22, 1969
Salem, Oregon

SUBJECT: Vista Ridge Eastbound Tunnel
Contract No. 7122
Emergency Fire Protection

To: A. E. Johnson
Metropolitan Engineer
5821 N.E. Glisan St.
Portland, Oregon 97213

L

Attention: Ed Hardt

Your letter of July 16 enclosed a letter from the Portland Fire Marshal, a letter of July 15 from Mr. Ikola, and a sketch map of the west end of the Vista Ridge Tunnels.

It has been decided to install two hydrants as requested by the Fire Marshal in the median at the west end of the tunnels. These hydrants should be installed with a formal agreement with the City of Portland that this will be an unmetered pressure line for the protection of the traveling public. It is noted that the estimate of cost includes a 12" conduit under the pavement for the 6" high-pressure line. In installations of this type I do not believe a conduit should be necessary.

Inasmuch as there will be an irrigation system installed to cover the west end area, the irrigation supply line should be incorporated with the 6" high-pressure line insofar as possible keeping in mind the fact that the irrigation system will be on a metered line and the meter must be accessible for reading by the City of Portland.

This installation has been discussed informally with the Bureau of Public Roads and as soon as all details have been worked out on the installation between the contractor, the City and the State, the formal request should be made for participation as a safety measure.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

IDM:jf
cc: Tom Edwards
Roy Olson
L. W. Rulien
Wm. Ikola

NOTED
TOM EDWARDS

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JUN 24 1969
FOR FILING

E-11-318 (19)

7122

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1969

To:

Mr. A. E. Johnson
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon 97213

Attn: Ed Hardt

SUBJECT:

Vista Ridge Tunnels
Contract No. 7122
Emergency Electric Power Sources

Your letter of June 4, discusses certain driving tests made in the eastbound tunnel with various degrees of daytime light and carries a recommendation that an emergency power source be supplied.

This question has been considered and it is the desire that emergency power sources be supplied as follows:

The first generator and control equipment to take over and supply power to the lights on the outside of the horizontal curves in each tunnel.

A second and similar generator and control equipment to be supplied and to operate in case of a failure of the primary power source and the first emergency generating source. The second emergency generating source to be connected to the luminaires on the inside of the horizontal curve in each tunnel.

It is the wish that a price agreement be prepared for the above-mentioned emergency power sources. Also that an investigation is to be made through the power companies to determine as nearly as possible the projection of power failures and the duration of the same during the daylight hours. This material is necessary in submitting the proposal to the Bureau of Public Roads for their participation.

In discussing this matter with Mr. Schell, and contrary to the wording in the last paragraph of your June 4 letter, the Bureau of Public Roads are of the opinion that this is a maintenance matter and is not covered by reimbursement. Our selling point to the Bureau

NOTED
TOM EDWARDS

of Public Roads will be as a safety feature, and any data that you can obtain about power failures will be helpful in convincing the Bureau of the need for the installations.

In preparing the price agreement, no commitments should be made to the contractor until the matter has been cleared through the Bureau of Public Roads.

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: Tom Edwards
E. S. Hunter
L. W. Rulien

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JUN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F U-318(11)

Form E-[illegible]

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JUL 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7122

STATE COPY G-1

Contingent [illegible]
proj[illegible]
funds are [illegible]
Date Jun 1 2 1969
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Vista Ridge Westbound Tunnel

Date June 12, 1969

Highway Sunset

Contract No. 7122

County Multnomah

Prefix 26-1090

Contractor Drake-Winston

F. A. Project No. F-U-318(11)

Address P.O. Box 491, Fed. Sta. Portland, Oregon 97207

Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install 125 feet of Type 2 Guard Rail.

1. Equipment Rental rates shall be in accordance with State-A.G.C. Agreement.
2. Percentage allowed contractor to be in accordance with executed contract for this project.

This work has not started.

Tentative approval obtained from BPR on June 12, 1969.

NOTED

Location by station numbers:

75' Rt. TWB 25+40 to 150' Rt. TWB 26+25 on the North side of the 18th Ave. Temporary Connection.

Estimate of quantities and cost:

Materials	$225.00
Labor	175.00
Equipment	100.00
TOTAL	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Guard rail necessary to protect Thompson property at 1734 S. W. Market St. This installation is an extension of guard rail installed under a previous contract and is not shown on the plans. An additional move in will be required of the contractor to install the rail at this time.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,233,919.50

Present estimate of project cost, including $ 500.00 for work under this order $4,079,809.75

Expected under-run / over-run amount UNDER $154,109.75

Expected under-run / over-run per cent UNDER 3.64%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for ~~XXXXXXXXXXXXXX~~ Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Asst. Division Engineer

Approved: /s/ F. D. Morgan 7-8-69
~~Deputy State Highway Engineer~~
~~XXXXXXXXXXXXXXXXXXXX~~

RECEIVED
JUN 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible].
Date JUN 6 1969
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Westbound Tunnel
Date June 6 1969
Highway Sunset
Contract No. 7122
County Multnomah
Prefix 26-1090
Contractor Drake-Winston
F. A. Project No. F-U 318(11)
Address P.O. Box 491, Federal Sta., Portland, Ore. 97207
Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install 1/2" water pipe and 1-1/2" electrical conduit stubs through wall 2 planter as shown on the plan drawing No. 23547 and 1-1/2" electrical conduit stubs through wall 4 planter.

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentage allowed contractor to be in accordance with executed contract for this project.

This work has not started.

Tentative approval obtained from B.P.R. June 6, 1969.

Location by station numbers:

TWB 29+45 TEB 41+65

NOTE
F. B. KLAVE

Estimate of quantities and cost:

Labor	$200.00
Material	100.00
	$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Electrical conduit for wall 4 planter not shown on plans. No provision was made for payment in the contract specifications or bid items.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,233,919.50
Present estimate of project cost, including $300.00 for work under this order $4,079,309.75
Expected under-run over-run amount UNDER $154,609.75
Expected under-run over-run per cent UNDER 3.65%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Bridge Engineer
for

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved: /s/ F. D. Morgan 6-25-69

F-U-318(11)

Form E-208—5M

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JUN 17 1969
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STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date MAY 20 1969 by H. M. Booth
Title Dist. Engineer
U.S. Bureau of Public Roads

C

Project Name	Vista Ridge Westbound Tunnel	Date	May 26, 1969
Highway	Sunset	Contract No.	7122
County	Multnomah	Prefix	26-1090
Contractor	Drake-Winston	F. A. Project No.	F-U-318(11)
Address	P.O. Box 491 Fed. Sta., Portland, Oregon 97207	Order No.	14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install compression joint seal in the transverse joints of the Access Tunnel.

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentage allowed contractor to be in accordance with executed contract for this project.

This work has not started.
Tentative approval obtained for B.P.R. May 20, 1969.

Location by station numbers:
TWB 30+56.77 to TEB 31+52.02

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$140.00
Material	100.00
Total	$240.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work not provided for in plans or special provisions.
Contractor would not quote price for doing work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization		$4,233,919.50
Present estimate of project cost, including $240.00 for work under this order		$4,079,009.75
Expected under-run / over-run amount	UNDER	$154,909.75
Expected under-run / over-run per cent	UNDER	3.65%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~Construction Engineer~~
Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved: /s/ F. D. Morgan ✓ 6-17-69
Construction Engineer

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MAY 6 - 1969
FOR FILE

F-U-318 (11)
7122

Portland, Oregon 97213
April 29, 1969

Mr. L. W. Rulien
Division Engineer
P. O. Box 02157
Portland

Vista Ridge Tunnels
Contract No. 7122
Tunnel Maintenance

Comparative night-time light readings taken in the Vista Ridge Eastbound tunnel prior to its opening and 60 days after indicate the level of lighting has dropped by about 34% due to the accumulation of dirt on the light fixtures and ceramic tile. Attached you will find a copy of a letter from our Traffic Engineering Division reporting on the light reading taken.

The build-up of dirt in the tunnel has probably been accelerated due to the construction activity upstream in Canyon Road itself; however, the drop in light intensity does indicate that some form of regular cleaning of the tunnel will be necessary if the potential light intensity available is to be kept up.

The purpose of this letter is to advise you of the current status of conditions in the tunnel as an aid in your thinking regarding maintenance of this facility in the future.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

NOTED
A. E. JOHNSON

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: William Ikola w/attach.
L. E. George "

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MAY 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. L. HARDT

NOTED
JON ROSE

FORM 2-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1969

SUBJECT: Vista Ridge Eastbound Tunnel Illumination Level

To: A. E. Johnson
Metropolitan Engineer
PORTLAND

Attention: Ed Hardt

In February, just prior to the opening of the Vista Ridge eastbound Tunnel to traffic, the illumination levels in the tunnel were measured. The night-time light level averaged 30.8 foot-candles.

On April 22, 1969, the night-time light level was again checked and an average of 20.3 foot-candles was recorded.

This is a reduction of approximately 34% in the light level in the tunnel after 60 days of traffic operation.

The average in service life of the fluorescent lamps used in the continuously burning night circuits should be in excess of 22,000 hours. The depreciation of light output of the fluorescent lamp is due chiefly to a gradual deterioration of the phosphor powders and a blackening of the inside of the tube. Since this light output only decreases approximately 12% over the life of the lamp, it is reasonable to assume that less than 8/10 of one percent of the light level reduction indicated above is accounted for in the lamp itself. The remainder of the loss must, therefore, be from the dirt accumulation on the wall and ceiling surfaces of the tunnel and on the exterior of luminaires.

Additional measurements are tentatively being scheduled for recording the light levels after 90 and 120 days of traffic operations.

L. E. George
Assistant Traffic Engineer

RMD:ji

METROPOLITAN ENGINEER
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APR 25 1969
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MAY 21 1969
FOR FILING
F-11-318(11)
7122

HK

W-Bound

April 25, 1969

MISC. CONTRACTS and
AGREEMENTS No. 3215
4-22-69

City of Portland
City Hall
Portland, Oregon 97204

Attention: Mr. Ray Smith
Auditor

Gentlemen:

Attached for your files are two fully executed copies of an agreement covering the power costs for the lights which were installed in the eastbound Vista Ridge Tunnel and the lights which will be installed in the westbound tunnel.

We have retained a fully executed copy of this agreement for the Commission's records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Mr. F. B. Crandall
(conformed agreement attached)

RECEIVED
MAY 2 - 1969

G

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-U-318(11)
7122

April 3, 1969

Oregon State Highway Commission

H R

Gentlemen:

An agreement has been executed with the City of Portland covering the power costs for the lights which were installed in the eastbound Vista Ridge Tunnel and also covers the lights which will be installed in the westbound tunnel.

By the terms of the agreement, the State is to care for maintenance and the City agrees to pay for the power consumed by the lighting systems.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the April 22 meeting.

Very truly yours,
Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

bc: Floyd Query
R. L. Porter ✓
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
A. E. Johnson
L. W. Rulien

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 23, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

F-U-318(11)
7122

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards
cc Klaboe
1-27-69

SUBJECT: Oregon Project F-U-318(11)
Vista Ridge Westbound Tunnel

We have reviewed Mr. Edwards' letter of December 27, 1968 requesting extension of time for nonassessment of liquidated damages to the date of opening of the eastbound tunnel.

It is our understanding the contractor is expending extra effort in excavating the remaining material in the westbound tunnel in order to avoid blasting and consequent further delay in opening to traffic.

We concur in the feeling that it is desirable to open the Stadium and tunnel section concurrently, and consider it to be appropriate to avoid unnecessarily penalizing the contractor. This is particularly true in view of his extra efforts to excavate the remaining material without blasting.

For these reasons we concur in extending the time without assessment of liquidated damages to the opening date.

Copies [illegible] Young
1-27-69

NOTED
JOM EDWARDS

RECEIVED
JAN 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form 2-208—5M

RECEIVED
JAN 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
7122

STATE COST Cost of Extinguishers
FIP All other cost

APPROVED C
Contingent upon modification of project agreement if additional funds are required.
Date DEC 26 1969
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Vista Ridge Westbound Tunnel	Date	January 6, 1969
Highway	Sunset	Contract No.	7122
County	Multnomah	Prefix	26-1090
Contractor	Drake-Winston	F. A. Project No.	F-U-318(11)
Address	P.O. Box 491-Fed. Sta., Portland, Oregon 97207	Order No.	13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install four fire extinguishers and four extinguisher mounting boxes in each of the eastbound and westbound tunnels.

1. Equipment rental rates shall be in accordance with State-A.G.C. Agreement.
2. Percentage allowed contractor to be in accordance with executed contract for this project.

Prior tentative approval obtained from BPR on December 26, 1968.

Location by station numbers:

TEB 33+59 Rt, 35+59 Lt, 37+59 Rt, & 39+59 Lt.
TWB 31+83 Rt, 33+83 Lt, 36+07 Rt, & 38+07 Lt.

Estimate of quantities and cost:

Labor	$ 250.00
Equipment	100.00
Materials	1,230.00
	$1,580.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Niches were provided in Eastbound Tunnel under previous contract. Fire extinguishers and mounting boxes were not shown plans and not included in Contract Special Provisions. Cost of the fire extinguishers to be excluded from participation.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization		$4,233,919.50	
Present estimate of project cost, including $1,580.00 for work under this order		$4,078,271.09	
Expected under-run over-run amount	UNDER	$155,648.41	
Expected under-run over-run per cent	UNDER	3.68%	

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~XXXXXXXXXXXXX~~
Bridge Engineer

[illegible]

RECEIVED
DEC 27 1968

FOR FILING

F-U-318(11)

7122

December 27, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Vista Ridge Westbound Tunnel
FAP No. F-U-318(11)
Contract No. 7122

Dear Sir:

The specifications for the subject project call for the eastbound tunnel to be ready for traffic by November 15, 1968, unless a blasting permit allowing blasting in the westbound tunnel while traffic is using the eastbound tunnel is not obtainable.

It developed that such a permit (on a workable basis) was in fact not obtainable and your letter of May 28, 1968 concurred in our proposal to extend the opening date of the eastbound tunnel to the date of completion of blasting operations, which was anticipated to be January 17, 1969.

It now appears that blasting operations can be completed for the top heading during the last week of December, 1968. Upon completion of the top heading, checks will be made to determine if the balance of the excavation can be removed without blasting. We are confident that the contractor will find this to be the case.

The opening of the Johnson Street-Montgomery Street Section of the Stadium Freeway is anticipated on January 22, 1969. It is believed a more orderly traffic pattern revision will be achieved if the eastbound tunnel is opened at the same time.

In view of these facts, even though the eastbound tunnel may be available for opening prior to that time, we would not wish to do so. We would request your concurrence in extending the time without assessment of liquidated damages to the date when this entire complex can be opened. We anticipate this date to be January 22.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

~~Tom Edwards~~
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. E. Johnson

(Bridge Division)/TE:ja

Form E-200—5M

JAN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F-11-[illegible]
7122

G-1P

project agreement if additional
funds are required.
DEC 3 1968
Dist. Engineer
U.S. Bureau of Public Roads

C

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Vista Ridge Westbound Tunnel
Date: December 4, 1968
Highway: Sunset
Contract No.: 7122
County: Multnomah
Prefix: 26-1090
Contractor: Drake-Winston
F. A. Project No.: F-U-318(11)
Address: P.O. Box 491 Federal Station, Portland, Oregon 97207
Order No.: 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Pump concresive No. 1086 epoxy into three transverse construction joints in the eastbound tunnel in order to eliminate ground water seepage through the surface of the concrete liner.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract for this project.

Prior tentative approval obtained from BPR on December 2, 1968.

Location by station numbers:

TEB 39+95, 40+15, & 40+35

NOTE
F. B. KLA[illegible]

Estimate of quantities and cost:

Labor	$300
Material	350
Equipment Rental	250
Total	$900

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Water seepage through the concrete liner prevents the ceramic tile mortar courses from bonding to the liner surface. This work was anticipated and funds were provided in the project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,233,919.50
Present estimate of project cost, including $900 for work under this order $4,076,408.95
Expected under-run XXXXXXXX amount UNDER . . $157,510.55
Expected under-run XXXXXXX per cent UNDER . . 3.72%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
XXXXXXXXXXXXXXXX
Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

for
Approved /s/ F. D. Morgan
1-3-69

Form

G-1P

REGON STATE HIGHWAY DEPARTME

RECEIVED
DEC 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F-21 11
7122

Dist. Engineer
U.S. Bureau of

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Vista-Ridge Westbound Tunnel

Date December 2, 19 68

Highway Sunset

Contract No. 7122

County Multnomah

Prefix 26-1090

Contractor Drake-Winston

F. A. Project No. F-U-318(11)

Address P.O.Box 491 Fed. Sta., Portland, Oregon 97207

Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Miscellaneous protective work in conjunction with temporary connection and opening of Eastbound Tunnel. See reverse side of order.

1. Equipment Rental Rates shall be in accordance with State AGC Agreement.
2. Percentage allowed to contractor in accordance with executed contract of this project.

This work has not started.

Location by station numbers:

T E B 41+50 to L 49+50

Estimate of quantities and cost:

Labor	$1,000
Equipment	500
Materials	800
TOTAL	$2,300

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in plans or special provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,233,919.50

Present estimate of project cost, including $ 2,300 for work under this order $4,075,508.95

Expected under-run / over-run amount UNDER . . $ 158,410.55

Expected under-run / over-run per cent UNDER . . 3.74%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved: /s/ F. D. Morgan 12-26-68

1. Raise rail and install guardrail blocks on east side of existing median barrier in vicinity of temporary connection.

2. Install 250 watt Type II Luminaire on back of sign bridge at 47+20 to illuminate gore area.

3. Install plastic breakaway guide posts.

4. Install button reflectors on guardrail.

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F-U-318(11)
7122

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OREGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent [illegible]
project [illegible]
funds are provided.
NOV 21 1968
Dist. Engineer
U.S. Bureau of Public Roads

C

Project Name Vista Ridge Westbound Tunnel **Date** November 21, 1968
Highway Sunset **Contract No.** 7122
County Multnomah **Prefix** 26-1090
Contractor Drake-Winston **F. A. Project No.** F-U-318(11)
Address P.O. Box 491 Fed. Sta., Portland, Oregon 97207 **Order No.** 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install approximately 51 planter tile for vines at the face of the retaining walls listed below.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract for this project.

This work has not started.

Location by station numbers:

Wall 1 ---	TEB	29 + 90 to 31 + 30
Wall 2 ---	TEB	30 + 70 to 31v+30
Wall 3 ---	TEB	41+65 to 46 + 50
Wall A ---	TWB	28 + 80 to 29 + 45
Wall 4 ---	TWB	40 + 25 to 40 + 90

Estimate of quantities and cost:

Labor	$300.00
Equipment	50.00
Materials	150.00
TOTAL	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Not called for in plans or special provisions. Contractor's prices for doing this work cannot be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,233,919.50	
Present estimate of project cost, including $500.00 for work under this order	$4,073,208.95	
Expected under-run XXXXXXX amount	$160,710.55	
Expected under-run XXXXXXXX per cent	3.80%	

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for XXXXXXXXXXXXXXXXXX
Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Ass't. Division Engineer

Approved /s/ F. D. Morgan 12-6-68
XXXXXXXXXXX

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DEC 6 1968
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STATE HIGHWAY ENGINEER

F-[illegible]
7122

Contr[illegible]
project [illegible]
NOV 21 1968
Dist. Engineer
U.S. [illegible]

C

OREGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Vista Ridge Westbound Tunnel
Date: November 20, 1968
Highway: Sunset
Contract No.: 7122
County: Multnomah
Prefix: 26-1090
Contractor: Drake-Winston
F. A. Project No.: F-U-318(11)
Address: P.O. Box 491 Federal Station, Portland, Oregon 97207
Order No.: 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install four special guardrail terminal anchorages.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract for this project.

This work has not started.

Location by station numbers:

T E B 29+85 T E B 41 + 49

TWB 28 + 68 TWB 29 + 61

Estimate of quantities and cost:

Labor	$150
Equipment	50.
Material	200
TOTAL	$400

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Special design not shown on plans or specified in contract special provisions. Contractor's price for doing this work cannot be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,233,919.50
Present estimate of project cost, including $400 for work under this order	$4,072,708.95
Expected under-run ~~XXXXXXX~~ amount	$161,210.55
Expected under-run ~~XXXXXXX~~ per cent	3.81%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for ~~XXXXXXXXXXXXXXXX~~ Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Ass't. Division Engineer

Approved /s/ F. D. Morgan ~~XXXXXXXXXXXXXXXXXX~~

12-6-68

11 Form E-[illegible]

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DEC 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F U 318(11)
7122

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Concurrence [illegible] project agreement [illegible] funds are reserved.
Date NOV 12 1968
[illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

C

.EGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Vista Ridge Westbound Tunnel	Date	November 12, 1968
Highway	Sunset	Contract No.	7122
County	Multnomah	Prefix	26-1090
Contractor	Drake-Winston	F. A. Project No.	F-U-318(11)
Address	P.O. Box 491 Fed. Sta., Portland, Oregon 97207	Order No.	8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct Mountable Gore Island and curb transition.

(1) Equipment Rental Rates shall be in accordance with State AGC Agreement.

(2) Percentage allowed to contractor in accordance with executed contract of this project.

This work has not started.

Tentative approval obtained from B.P.R. November 12, 1968.

Location by station numbers: CS 23+60 to CS 24+40

NOTED
F. B. [illegible]

Estimate of quantities and cost:

Labor	$ 700
Equipment	100
Materials	300
TOTAL	$1,100

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Gore Island changed from Type "C" to mountable type as shown on Metro File No. A-34-10. The contractor will not accept the work at the unit bid price for concrete island due to the increased forming and finishing work.

Contractor's price for doing this work cannot be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,233,919.50
Present estimate of project cost, including $ 1,100.00 for work under this order	$4,072,308.95
Expected under-run / over-run amount . UNDER	$ 161,610.55
Expected under-run / over-run per cent . UNDER	3.82%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~XXXXXXXXXXXXX~~ Bridge Engineer

Approval Recommended: /s/ J. H. Versteeg
Assistant Division Engineer

Approved: /s/ F. D. Morgan 12-3-68
~~XXXXXXXXXXXXXXXXXX~~

Form E-206-6M

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NOV 20 1968
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STATE HIGHWAY ENGINEER

STATE COPY

G-1-P

REGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent Upon [illegible]
[illegible] agreement if additional
Date OCT 28 1968
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Westbound Tunnel
Date October 28, 1968
Highway Sunset
Contract No. 7122
County Multnomah
Prefix 26-1090
Contractor Drake-Winston
F. A. Project No. F-U-318(11)
Address P. O. Box 491 Fed. Sta., Portland, Oregon 97207
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install perforated pipe drain in left subgrade ahead of portal footing and gutter.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract of this project.

This work was started October 28, 1968.
Prior tentative approval obtained from BPR October 28, 1968.

Location by station numbers:

TEB 41+49

Estimate of quantities and cost:

Labor	$150.00
Equipment	40.00
Materials	60.00
TOTAL	$250.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This drainage work not provided for in plans or special provisions.
Installation requires breaking hole through existing concrete gutter.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,233,919.50
Present estimate of project cost, including $250.00 for work under this order	$4,076,892.42
Expected under-run over-run amount . UNDER .	$157,027.08
Expected under-run over-run per cent . UNDER .	3.71%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Ass't. Division Engineer

Approved: /s/ F. D. Morgan 11-20-68

SP*23577-734

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STATE HIGHWAY ENGINEER

7122

Form E-306-4M

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REGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Concurred in. ... project ... ent if addition ... required
Date MAY 7 1968 By
Title Dist. Engineer
U.S. Bureau of Public Roads

C

Project Name	Vista Ridge Westbound Tunnel	Date	October 22, 1968
Highway	Sunset	Contract No.	7122
County	Multnomah	Prefix	26-1090
Contractor	Drake-Winston	F. A. Project No.	F-U-318(11)
Address	P. O. Box 491 Fed. Sta., Portland, Oregon 97207	Order No.	3 Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct additional temporary drainage ditches and raise temporary wooden inlet.

1. Equipment Rental Rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract of this project.

Location by station numbers:

L8B 61+00 to L8B 68+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

	Original	Supplemental	Total
Labor	$200.00	$350.00	$ 550.00
Equipment	225.00	425.00	650.00
Materials	75.00	25.00	100.00
TOTAL	$500.00	$800.00	$1,300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extension of embankment limits under Price Agreement No. 4 - Supplemental #1 requires additional drainage work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization		$4,233,919.50
Present estimate of project cost, including $ 800.00 for work under this order		$4,076,642.42
Expected under-run / over-run amount	UNDER	$ 157,277.08
Expected under-run / over-run per cent	UNDER	3.71%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~XXXXXXXX XXXXXXXX~~ Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Ass't. Division Engineer

Approved: /s/ F. D. Morgan
~~XXXXXXXXXX~~

11-20-68

C

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AUG 29 1968
FOR FILING

NOTED
C. P. ELMORE

FORM E-125
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-U-318 (11)

7122

August 28, 1968

Donald M. Drake Company
1740 N. W. Flanders
Portland, Oregon 97209

Re: Equal Opportunity Compliance Review
Vista Ridge Westbound Tunnel Section
Sunset Highway
F.A.P. F-U-318 (11)
Contract No. 7122

Gentlemen:

The cooperation of the Donald M. Drake Co., 1740 N.W. Flanders, Portland, Oregon 97209, extended to Mr. A. O. Shellenberger, Regional Equal Opportunity Officer, during the Equal Opportunity Compliance review of August 7, 1968, was appreciated. He noted that management's determination to promote and affirmatively carry through a sound Equal Employment Opportunity program was impressive.

Mr. Shellenberger commented that action on the following terms, as agreed upon at the conclusion of the review, plus management's determination, will strongly enhance the company's gaining full compliance status:

1. State in all solicitations for employees that all qualified applicants will receive consideration without regard to race, color, religion, or national origin.
2. Date and sign the company's Equal Employment Opportunity (EEO) Policy.
3. Proper and appropriate posting and dissemination of the above.
4. Designate a company EEO officer who has authority and responsibility to develop implement and document the company's affirmative action EEO program.
5. Appropriate periodic discussions with supervisory, managerial and group employee personnel, stressing the importance of the company's EEO program.

6. Formulate a written "affirmative action" plan which the contractor will consider appropriate to the affirmative action requirement of the EEO clause. In developing this, an analysis and evaluation for the potential the company has for gaining better minority representation (throughout the entire work force) within the area of operation, is important.

7. Maintain adequate records of the EEO program, including documentation of affirmative action, accomplishments and post-employment minority group statistical data (for Confidential and Government report use only).

8. The company should submit a progress report on the above, plus any additional relevant information to Oregon State Highway Department within 45 days of the compliance review.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Edgar L. Johnson
Edgar L. Johnson
Chief Cost Analyst

cc: R. E. Simpson
A. O. Shellenberger

bc: F. B. Klaboe
V. D. Wolfe

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AUG 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

Dixon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem, OR 97301

DATE: August 26, 1968

In Replying to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Equal Opportunity Compliance Review
Donald M. Drake Company

Decker
Bond
Barbee
Walker
Glenn
Swan

Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

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AUG 28 1968
CONSTRUCTION
DIVISION

The cooperation of the Donald M. Drake Co., 1740 NW Flanders, Portland, Oregon 97209, extended to Mr. A. O. Shellenberger, Regional Equal Opportunity Officer, during the Equal Opportunity Compliance review of August 7, 1968 was appreciated. He noted that management's determination to promote and affirmatively carry through a sound Equal Employment Opportunity program was impressive.

We suggest that the Company be advised of the following remarks made by Mr. Shellenberger. He commented that action on the following terms, as agreed upon at the conclusion of the review, plus management's determination, will strongly enhance the company's gaining full compliance status:

x 1. State in all solicitations for employees that all qualified applicants will receive consideration without regard to race, color, religion, or national origin.

2. Date and sign the company's Equal Employment Opportunity (EEO) Policy.

3. Proper and appropriate posting and dissemination of the above.

4. Designate a company EEO officer who has authority and responsibility to develop implement and document the company's affirmative action EEO program.

5. Appropriate periodic discussions with supervisory, managerial and group employee personnel, stressing the importance of the company's EEO program.

6. Formulate a written "affirmative action" plan which the contractor will consider appropriate to the affirmative action requirement of the EEO clause. In developing this, an analysis and evaluation for the potential the company has for gaining better minority representation (throughout the entire work force) within the area of operation, is important.

8-28-68 orig to Morgan
& Drake - copy to
Yoshing

REFERRED TO
Ed Johnson
By Construction Engineer

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7. Maintain adequate records of the EEO program, including documentation of affirmative action, accomplishments and post-employment minority group statistical data (for Confidential and Government report use only).

8. The company should submit a progress report on the above, plus any additional relevant information to Oregon State Highway Department within 45 days of the compliance review.

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SEP 12 1968
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STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date 1968
G-1-P
Dist. Engineer
U.S. [illegible] Public Roads

Project Name Vista Ridge Westbound Tunnel
Date August 26 1968
Highway Sunset
Contract No. 7122
County Multnomah
Prefix 26-1090
Contractor Drake-Winston
F. A. Project No. F-U 318(11)
Address P. O. Box 491 Federal Sta., Portland, Ore. 97207
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Miscellaneous tunnel illumination work. See reverse side of order.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract of this project.

This work has not started.
Tentative approval obtained from B.P.R. August 26, 1968.

Location by station numbers:

TEB 31+47 to 41+49

NOTED
F. B. [illegible]

Estimate of quantities and cost:

Labor - - - - - - - - - -	$50.00
Equipment - - - - - - - -	25.00
Material - - - - - - - -	75.00
Total	$150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Not called for in the plans or special provisions.
Cost of replacement of junction boxes covers to be excluded from participation.

Oover)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,233,919.50
Present estimate of project cost, including $ 150.00 for work under this order $4,075,457.27
Expected under-run over-run amount . UNDER . . . $ 158,462.28
Expected under-run over-run per cent . UNDER . . . 3.74%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. H. Versteeg
Division Engineer

Approved: /s/ L. H. Young 9-12-68

Replace junction box covers stolen before present contract was awarded. Install additional 3 phase 120 V. circuit breakers in main control panel for utility space lights, analyzers and recorders. Install pilot light for utility space lights.

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SEP 24 1968
STATE HIGHWAY ENGINEER

F-U-318(11)

71[illegible]

STATE COPY

Concurred upon condition project agreement if additional funds are required.
[illegible] 17 1968
Date G-I-P By [illegible]
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Vista Ridge Westbound Tunnel
Date August 21, 1968
Highway Sunset
Contract No. 7122
County Multnomah
Prefix 26-1090
Contractor Drake-Winston
F. A. Project No. F-U-318(11)
Address P. O. Box 491 Fed. Sta., Portland, Oregon 97207
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Revise sign Legends for type "A" signs No. 4, 14, 15, 17 as shown on TED Drawings S-225 and S-226 revised 6/68.

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentage allowed to contractor in accordance with executed contract of this project.

This work has not started.

Location by station numbers:

CS 20+47
CS 24+75
TED 47+20

NOTED
F. B. KLABOE
OK 7/17/68
THS

Estimate of quantities and cost:

Labor	$200.00
Equipment	100.00
Material	150.00
	$450.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Signs fabricated prior to revision. Contractor's price for doing this work cannot be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,233,919.50	
Present estimate of project cost, including $450.00 for work under this order	$4,075,307.22	
Expected under-run over-run amount	$158,612.28	
Expected under-run over-run per cent	3.75%	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Harry W. Oswald
Asst. Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~[illegible]~~ for Bridge Engineer

Approval Recommended: /s/ J. H. Versteeg
Division Engineer

Approved: /s/ L. H. Young 9-24-68
~~[illegible]~~

[illegible] 734

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AUG 15 1968
Region
Wash DC

F-11-318(11)

7322

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO. *	COUNTY Multnomah	STATE Oregon
DATE OF INSPECTION 7-24-68	INSPECTION MADE BY R. A. Schell, Area Engineer		PROJECT NO. FU-318(11)
IN COMPANY WITH W. Ikola, Res Engr, OSHD			
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory (See Below)	TIME ELAPSED 18 %	WORK COMPLETED 16 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

VISTA RIDGE - WESTBOUND TUNNEL
SUNSET HIGHWAY

*Phase Inspected: Ceramic Tile Placement

1. COMPLETED WORK:

18th Ave. Rigid Frame - walls in bottom part of slab formed ~~in~~ & reinforcing steel partially in place.

WB Tunnel - right sill bore - 6 sill sections poured. Left sill bore - 7 sill sections poured.

EB Tunnel - 60 feet of tiling has been placed close to the East Portal.

2. WORK IN PROGRESS:

18th Ave. Rigid Frame - Several men are forming the wall panels and placing reinforcing steel.

WB Tunnel - Placing the concrete for the 6th and 7th sill sections.

TEB Tunnel - 13 men are placing tile.

TEB Line - Sta 42+00 - Several men are placing the anchor bolts for the sign just prior to the TEB Line West Portal.

3. COMMENTS AND RECOMMENDATIONS:

Specification Changes

Tile: The tile contractor in conjunction with State people has altered some of the tile placement specification requirements in order to obtain the best product under the existing circumstances. These alterations have been reviewed in the field and appear to adequately insure a quality product.

(more)

orig to Morgan 9-9-68

EDITION OF 5-60 MAY BE USED

Various coat mix ingredients by volume:

Coat Description	Specification	Change
Dash Coat	1 cement 1 1/2 sand 1-5 antihydro to water	1 cement 1 1/2 sand 1/4 Lime (2 1/2 gal) 1-5 antihydro to water
Scratch & Leveling Coat	1 cement 1/4 lime 4 sand Pozzolith 8	1 cement 1/4 lime 2 1/2 sand Pozzolith 8
Mortar Setting Bed Coat	1 cement 1 lime 4 sand	1 cement 1 lime 2 1/2 sand Pozzolith 8
Skim Coat (Butter & Mortar)	1 cement 1-5 antihydro to water	1 white cement 1-12 antihydro to mixing water heavy cream

Preliminary Tile Preparation

Tile setting bed cure: Specifications require that the tile setting bed cure for at least 12 hours and this specification has been eliminated at the request of the contractor in order to accelerate his operation and also give the State a quality product. No change in price is necessary.

Scoring specification: On page 52(8) the specifications require scoring every 4th row, and these specifications have also been eliminated because it is virtually impossible to hold a true alignment of the tile utilizing this scoring operation.

The tile is soaked in a solution made of one part antihydro to 12 parts water prior to placement into the mortar bed. Plasterers prepare the mortar setting bed by the placement of a 1" x 1/4" masonite strip embedded in the mortar. The plasterers "true" the surface with a straight edge from the previously set tile. The mortar setting bed is then completed by the plasterers and the skim coat placed by the tile setters and the tile placed into position. The tile is picked up in 12-piece sections by a suction device and tapped into position. The contractor has elected at his own cost to grout the edges with white portland cement which will undoubtedly look much better than the grey cement requested on the plans. There is some difficulty aligning the wall and ceiling galvanized drainage strips. These strips must coincide with the joints and tile alignment. This appears to be a very costly and cumbersome operation. Tile placement thus far has been extremely slow; however, the contractor expects to speed up his operation and complete the tile placement in the TEB Tunnel prior to September 1.

(more)

Changes

Change No.	Description	Amount	BPR Approval
PA # 6	Furnish and install type B membrand waterproofing - TEB Tunnel - 1925 sq.ft.@$.68	$1309	6-7-68
PA # 7	Furnish and install metal clips for Z bar for drainage behind the tile - 100 @$.30	$300	6-21-68
PA # 8	Change the design of the breakway light pole post bolts and ~~reduce~~ increase the bolt diameter from 12" to 20" in accordance with the Texas design.	$387	None submitted to date
PA or EWO # ?	Change the legend on signs 14,15 and 17 by adding "St. Helens and City Centers"	No price to date	
SFO # ?	Furnish and install underground electrical connection for tunnel	$3349	PS&E Approval

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 - 1968
FOR FILING

E-11-318 (11)

1122

SP*23811.734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1968

SUBJECT: Vista Ridge Westbound Tunnel
Contract No. 7122

To: Mr. A. E. Johnson
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: E. L. Hardt

I have reviewed the material submitted with your May 20, 1968, letter regarding the blasting limitations and am in agreement with your analysis.

I believe that the public interest will be best served by delaying the opening of the Eastbound Tunnel until all blasting is complete. The restrictions imposed on the contractor by the City are considered so restrictive that the inconvenience to the public and the jeopardy of public safety outweighs the benefit of the use of the Eastbound Tunnel for the estimated two additional months, which will be required to complete the work without these restrictions.

No increase in contract time will be necessary in view of the language on page 11 of the Special Provisions, but the contractor should be advised of our interpretation of this question.

This procedure has the approval of the Bureau of Public Roads, per their memorandum of May 28, 1968. (copy attached)

Ivan D. Merchant
Bridge Engineer

AAR:jr
Attachment

cc: Tom Edwards
L. H. Young
William Ikola

TOM EDWARDS

RECEIVED
JUN 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 - 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

F-U-318(11)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.- Salem OR 97301

DATE: May 28, 1968
In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon FAP F-U-318(11)
Vista Ridge WB Tunnel
Early Completion Date Extension

Your May 24, 1963 letter signed by Mr. Young requested concurrence in the alternate allowed under Paragraph 11 in the Special Provisions. We concur in the proposal.

We expect that the contractor will pursue the work and attempt to open the East Bound Tunnel as early as possible.

5-31-68

TO

Copy - [illegible]
5-31-68

NOTED
TOM EDWARDS

RECEIVED
MAY 29 [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
MAY 24 1968
FOR FILING
F-U 318(11)
712

May 24, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Contract No. 7122
Vista Ridge Westbound Tunnel
FAP F-U-318(11)
Early Completion Date Extension

Dear Sir:

This is to advise your office that the Eastbound Vista Ridge Tunnel will not be opened to traffic until after all blasting operations in the Westbound Vista Ridge Tunnel, Contract 7122, are completed.

This decision was reached at an April 24, 1968 meeting between representatives of the contractor, the State Highway Department, and the City of Portland, to discuss a blasting permit for the contractor to conduct blasting operations during the time public traffic used the Eastbound Tunnel.

Limitations established by the Portland City Fire Marshal on the maximum quantity of powder storage, for a blasting permit, would increase powder haulage frequency and would curtail blasting to possibly two "shots" per day, to the point where work methods would be impractical. In addition, indications that a further requirement of the City of Portland would be to detour all traffic via Canyon Road during handling of the explosives, was undesirable to the State Highway Department.

Since the contract work is proceeding at a favorable rate, it is the decision of the Highway Department, in the interest of overall safety to the traveling public, that it would be impractical to require blasting in the Westbound Tunnel concurrently with traffic movement in the Eastbound Tunnel.

Mr. R. E. Simpson
May 23, 1968
Page 2

Therefore, as provided in the special provisions, the early completion date is extended to April 15, 1969, or the completion date of all blasting operations, if earlier.

Your concurrence in our decision to delay opening of the Eastbound Tunnel and the consequent extension of the early completion date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: Tom Edwards
I. D. Merchant
A. E. Johnson
William Eola

VG:ia

MAY 27 1968
FOR FILING

F-U-318(11)
1177

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.- Salem OR 97301

DATE: May 23, 1968

In reply refer to: 08-35-EC/710.12

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-U-318(11)
Vista Ridge (Westbound) Tunnel
Minor Program Change

Mr. Young's May 21 request for a minor program change is approved. This change provides for an additional waste disposal area within the highway templet from the end of the existing project (Station 61+00) to Station 66+00.

A price agreement for the additional haul of 8000 cubic yards and an extra work order for drainage work will be favorably reviewed upon receipt.

NOTED
F. B. KLABOE

5-27-68

REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
MAY 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 22 1968

FOR FILING
F-U-318(11)
7122

May 21, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Project No. F-U-318(11)
Vista Ridge Westbound Tunnel

Dear Sir:

We hereby request your approval of a minor program change on the subject project to include the construction of roadway embankment from Station 61 to 66 from surplus materials excavated from the 18th Avenue rigid frame structure and the Westbound tunnel. This material was to have been stockpiled from Station 48 to 61 as originally programed and contracted, however at the present time a portion of this area is not available for stockpiling. Therefore a price agreement has been written for the contractor to place approximately 8,000 cu. yds. of this material as embankment from Station 61 to 66 at the rate of 11¢ per yard. In addition an extra work order has been prepared for temporary drainage work in connection with this embankment construction.

The total estimated cost for this change is $1,350 and no increase in total cost for the project as concurrently under agreement is anticipated.

The price agreement and extra work order for this minor change will be submitted for your approval in the normal manner.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

L. H. Young
Office Engineer

CL:slh

RECEIVED
2

FORM E-30X—80M—7-66
FOR FILING

[illegible]

7122

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 20, 1968

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Vista Ridge Westbound Tunnel
Contract 7122
Requirements for Blasting Permit

Page 11 of the Special Provisions for the subject project states that the Eastbound Tunnel shall be ready for traffic by November 15, 1968, unless the contractor is unable to obtain a blasting permit from the City of Portland which would allow blasting in the Westbound Tunnel with traffic in the Eastbound Tunnel.

Attached you will find a copy of a Memo to the File dated May 8, 1968, commenting on efforts to obtain such a blasting permit. You will note that the last paragraph of this memo states that the City Engineer would be requested to set forth the restrictions under which this blasting permit would be issued. Attached under date of May 2 is such a letter. On May 9 (copy of transmittal letter attached) the City's requirements were sent to the contractor with a request that he comment on their effect on his operation. A copy of his reply dated May 14 is attached.

As the attached Memo to the File indicates, through discussions with the writer and Mr. A. E. Johnson and with Mr. Johnson and Mr. Tom Edwards, it was determined that in the interest of overall safety to the traveling public it would not be prudent to open the Eastbound Tunnel to traffic while explosives were being used for the Westbound Tunnel. Therefore, the question regarding the need for an Extension of Time Request to be acted upon by the Highway Commission was discussed by the writer and Mr. L. H. Young. Mr. Young told me that in this case, inasmuch as the present situation was anticipated and specifically covered by the Special Provisions, such a request would not be necessary.

In order to complete the record on this subject, with your approval we will write to the Contractor and state that since a workable blasting permit is not obtainable the date for opening the Eastbound Tunnel to traffic will be either (1) the date blasting operations are completed in the Westbound Tunnel or (2) April 15, 1969, whichever date is earlier, as set forth in the Special Provisions. The contractor anticipates that blasting will be concluded by January 17, 1969. I have discussed this

NOTED
TOM EDWARDS

matter with Mr. Schell, of the Bureau of Roads, and he is agreeable to it.

It is recommended that the above set forth procedure be approved.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:rb

Enclosures

cc: Tom Edwards w/attachments
L. H. Young w/attachments
William Ikolaw/attachments

RECEIVED
MAY 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DRAKE-WINSTON JOINT VENTURERS
P. O. BOX 491 • 223-7341
PORTLAND, OREGON 97207

May 14, 1968

Oregon State Highway Department
Metro Engineer
5821 N.E. Glisan St.
Portland, Oregon

Attn: Edward L. Hardt, Asst. Metro Engr.

Re: Vista Ridge Tunnel - TWB
O.S.H.D. Contract No. 7122

Gentlemen:

With reference to Oregon State Highway Department's letter of May 9, 1968 to Drake-Winston, with its attached copy of City of Portland letter of May 2, 1968, to the O.S.H.D., concerning the proposed highly restrictive blasting permit for use at the crown heading blasting in the subject tunnel, please be advised that Drake-Winston feels that the City's restrictions are so stringent as to be completely prohibitive.

In other words, while such a permit would satisfy the conditions of being a legal document, the restrictions proposed are completely unworkable for the following reasons, to wit:

1) A maximum storage of 100 pounds of explosives would not always permit a full-face round to be fired. This would seriously cripple production and add greatly to tunneling danger!

2) A maximum storage of 100 pounds of explosives would not permit sufficient travel time to shuttle between the job site and the permanent magazine near Sherwood, Oregon. This condition alone would more than halve tunneling progress which the O.S.H.D. itself has intimated it does not wish to do.

3) Further, this maximum storage of 100 pounds of explosives requirement, because of increased powder truck movements, would be a greater traffic hazard because of the increased quantity of trips required.

4) Item No. 3 of the City's letter contemplates detouring of traffic during explosives handling times. Traffic would, in effect, have to be detoured approximately 50% of the work-day time. This feature should certainly be most objectionable to the O.S.H.D. and traffic as your letter has mentioned.

METROPOLITAN ENGINEER
RECEIVED
MAY 15 1968
☐ ME ☐ AME ☐ [illegible] ☐ [illegible] ☐ MDE ☐ MTE

DRAKE-WINSTON JOINT VENTURERS
P. O. BOX 491 • 223-7341
PORTLAND, OREGON 97207

May 14, 1968

Re: Vista Ridge Tunnel - TWB
Blasting Permit (cont.)

5) The City's suggestion of a protective berm between the TEB and TWB East Portal work area is most impractical because the bench from which the TWB Crown must be worked would require a berm of such height and magnitude as to present a traffic hazard in itself.

6) Possibility of an accident, such as a cave-in, with resultant need to mobilize heavy equipment at either end of the TWB at a "minute's notice" should also have strong bearing on this problem, though the City's letter contemplates no such consideration.

Frankly, the City's restrictions appear to be so restrictive as to cripple production to something less than 25% of anticipated productivity which would seriously prolong completion and ultimate traffic use of the TWB.

It should also be mentioned that this project was certainly bid using the TEB project as a guide in regards to the blasting permit. In fact, it was anticipated that the worst restrictions would not be more strict than was encountered with the TEB work. Because of the excellent safety record maintained during the first contract, it was even expected that a permit of lesser restriction could probably be obtained.

Based on the foregoing information, Drake-Winston is requesting an extension of time for the opening date of TEB from November 15, 1968, to the date of completion of the TWB crown heading blasting. It is the intent of Drake-Winston to proceed with all diligence to the completion of this portion of the work. Because of the very nature of tunneling work, a definite date cannot be set, but a target date of January 17, 1969, has been determined to be a reasonable assumption, barring unforeseen circumstances.

May Drake-Winston have an early reply to this request.

Very truly yours,

DRAKE-WINSTON JOINT VENTURERS

John R. Gray

John R. Gray
Project Manager

May [illegible], 1968

[illegible]-Winston Joint Venturers
P. O. Box [illegible]
Portland, Oregon 97207

ATTENTION: Mr. John [illegible]. Gray

Gentlemen:

On April 16, 1968, you wrote to Mr. Ihle requesting information as to a decision regarding public traffic use of the Eastbound Tunnel while blasting is being done in the Westbound Tunnel. I am sorry your letter has not been answered before now but arriving at an answer to this question has been complicated by the fact that several departments of the City of Portland have been involved.

Attached you will find a letter dated May 3 from Mr. Brulard, City Engineer, which sets forth the restrictions under which blasting could be allowed with traffic in the Eastbound Tunnel.

You will note under item No. 5 a possible requirement that traffic would be detoured during handling of explosives. The Highway Department has previously determined that once traffic is routed through the Eastbound Tunnel, detouring this traffic back to Canyon Road would be undesirable.

Please review the restrictions as set forth in the City's letter and advise what effect they would have on your operation.

A. E. Johnson
Metropolitan Engineer

NOTED
A. E. JOHNSON

By

ORIGINAL SIGNED BY EDWARD L. HARDT
Edward L. Hardt
Assistant Metropolitan Engineer

NOTED
E. L. HARDT

ELH:rb

Enclosure

cc: Ivan D. [illegible] w/attachment   William Ihle w/attachment

FORM 8-10 50M 10-61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 8, 1968

To: Memo to the File

SUBJECT: Vista Ridge Westbound Tunnel
Contract 7122
Requirements for Blasting Permit

On April 24, 1968, a meeting was held in the contractor's field office to discuss the City Fire Marshall's requirements for issuance of a blasting permit for the Westbound Tunnel during the time that traffic would be using the Eastbound Tunnel. Representing the Fire Marshall was Mr. Ronald Mellott; representing the contractor was Mr. Jack Gray; and representing the Highway Department were Messrs. Ikola, Oswald, and Hardt.

After considerable discussion regarding the contractor's method of operation as it effects powder storage and possible location for a powder magazine, Mr. Mellott stated that the Fire Marshall's office would approve a blasting permit with traffic in the tunnel only if the following conditions were met:

1. A steel guardrail would be installed at the east portal of the Eastbound Tunnel to prevent a vehicle from leaving the roadway and striking the powder magazine, which is located easterly of the Westbound Tunnel.

2. Roadway drainage would have to be provided at the east portal of the tunnel to assure that in the event of a tanker truck accident, the spilled gasoline could be flushed away.

3. The amount of powder stored on the job would be less than 150 pounds and probably no more than 125 pounds.

It was felt that Items No. 1 and 2 could be readily met but imposition of Item No. 3 would completely change the contractor's work schedule. He anticipates that during the top heading excavation, he will "shoot" four times a day and that the size of each shot will be as high as 100 pounds. Since he is not allowed to transport powder on City streets between the hours of 6:45 to 9 a.m. and 4:00 to 6:15 p.m., the limitation of powder storage would curtail his shots to three or even possibly two per day.

The results of the above described meeting were discussed with Mr. Johnson and Mr. Edwards subsequent to the meeting, and it was decided in the interest of overall safety to the traveling public that it would be impractical to require blasting in the Westbound Tunnel with traffic in the Eastbound Tunnel. This will mean that the date for opening the Eastbound Tunnel to traffic will be postponed from November 15, 1968, until completion of blasting, which the contractor has assured us will be no later than January 15, 1969. He is hopeful that he may be able to improve his schedule to the extent that blasting will be completed by the middle of December; however, he cannot guarantee this.

On April 29 a meeting was held in Mr. Johnson's office with Donald Bergstrom, City Traffic Engin er, to discuss this matter. Earlier Mr. Bergstrom had mentioned that he would very much like to see the Eastbound Tunnel open to traffic prior to the Christmas rush. The above listed requirements of the City Fire Marshall's office and the attendant complications were explained to Mr. Bergstrom, and after hearing this he reluctantly accepted the fact that blasting in one tunnel with traffic in the other is not feasible.

He was requested to have the City Engineer's office set forth to the Highway Department in letter form the above mentioned blasting permit restrictions. This letter will be used as a basis for a request for extension of time by the contractor.

A. E. Johnson
Metropolitan Engineer

By:

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:rb

cc: Ivan D. Merchant
William Ikola

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. E. LIND
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

Vista Ridge Tunnel

May 2, 1968

Mr. J. H. Versteeg
Assistant Metropolitan Engineer
State Highway Department
5821 NE Glisan
Portland, Oregon 97213

Dear Mr. Versteeg:

In response to your letter of April 5, 1968, we have investigated the possibility of having traffic use the eastbound Vista Ridge Tunnel while blasting is being done for construction of the westbound tunnel.

After representatives of the Fire Marshal, Traffic Engineers and this office made observations of the tunnel site, the following conclusions were made:

1. Storage of explosives in the existing facility must be limited to one hundred pounds maximum.

2. A barrier would be required separating the eastbound traffic from the westbound tunnel work area.

3. Eastbound traffic should be warned of blasting operations by appropriate signs and possibly detouring traffic during the actual handling of the explosives. The feasibility of detouring would be determined at the time the eastbound tunnel is ready for opening.

METROPOLITAN ENGINEER
RECEIVED
MAY - 7 1968
MPE MTS

A recent conversation with your contractor indicates that he is ahead of schedule and that the time of traffic use gained by opening the tunnel before blasting is completed is growing smaller. Further consideration of this factor will be made when the tunnel opening date arrives, and final approval for continued blasting is given.

Very truly yours,

N. R. DRULARD

City Engineer

JJK:ep

cc: H. L. Burns, Chief Inspector
Bureau of Fire

D. E. Bergstrom, Traffic Engineer

Form E-300-3M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G-1P

Dist. Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Westbound Tunnel
Date May 8 1968
Highway Sunset
Contract No. 7122
County Multnomah
Prefix 26-1090
Contractor Drake-Winston
F. A. Project No. F-U 318(11)
Address P. O. Box 491, Portland, Oregon 97207
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Extend temporary 12" CMP, construct temporary wooden inlet, drainage ditch and provide for necessary maintenance.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract of this project.

This work has not started.

Tentative approval obtained from BPR on May 8, 1968

Location by station numbers:

L^{8B} 61+00 to 66+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$200.00
Equipment. .	225.00
Material. . .	75.00
Total	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Temporary drainage work required between existing highway and future roadway embankment to be constructed under Price Agreement No. 4.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,233,919.50
Present estimate of project cost, including $500.00 for work under this order	$4,073,056.72
Expected under-run over-run amount Under . . .	$160,862.78
Expected under-run over-run per cent Under . . .	3.80%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~Construction Engineer~~ or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Asst. Division Engineer

Approved: /s/ L. H. Young

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APR 16

FORM 2-303—50M—7-66

SP*23811-734

~~FOR FILING~~

FU 31 (1)
1-1-2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 12, 1968

SUBJECT: Vista Ridge Tunnels
Sunset Highway
Contracts: 6748 & 7122

To: Memo to the Files

At a meeting with Commissioner Bowes and City Engineer N. R. Drulard and their staffs on April 11, at which time the subject of the Highlands Interchange-Vista Tunnel project was discussed, the question of blasting in the westbound tunnel with traffic in the eastbound tunnel was brought up. It was indicated to Mr. Drulard that a visit had been made to the tunnel during a recent shot with representatives of the City Engineer's Office and the Fire Marshall's Office in attendance. We have been advised verbally that the Fire Marshall believes that no traffic should be in the eastbound tunnel while powder is being handled for work in the westbound tunnel. He indicated that he is in the process of asking the Fire Marshall for a letter and will then advise us in writing.

Mr. Bergstrom asked for a review of this situation and pointed out that the present date for opening the eastbound tunnel to traffic is November 30, 1968, and a delay to complete all blasting would possibly delay opening to traffic for at least two months, or until the latter part of January 1969. He indicated this would cover the period during the Christmas rush and felt that if it was possible at all to open the eastbound tunnel by November 30, all consideration should be given. It was agreed that Mr. Bergstrom would accompany Highway personnel to the tunnel to observe the effects of a blast in the westbound tunnel, and Mr. Drulard agreed to meet with the Fire Marshall and Mr. Bergstrom regarding consideration to permit blasting with traffic in the westbound tunnel and upon completion of such a meeting, would advise us in writing.

NOTED
TOM EDWARDS

Original signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh
cc Tom Edwards
F. B. Klaboe
F. D. Morgan
Ivan Merchant
Comm. Wm. A. Bowes

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[redacted]
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
pPendleton

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan
Portland 97213

F-U-373(9)
7122

March 25, 1968

Drake-Winston Joint Venturers
P. O. Box 791
Federal Station
Portland, Oregon 97207

Attention: Mr. John R. Gray

re: Vista Ridge Westbound Tunnel
Sunset Highway
Contract: 7122

Gentlemen:

Your letter of March 20, 1968 to Mr. Ikola proposing vacation of the first completion date under your contract has been referred to me for reply.

Paragraph (a) under Time for Completion of Work on page 11 of your contract sets November 15, 1968 as a completion date for all work necessary for opening the eastbound tunnel to traffic. The last paragraph on the page modifies this in the event the contractor cannot get a blasting permit for the westbound tunnel while traffic is in the eastbound tunnel.

While the wording of paragraph (n) of the blasting permit is not too clear, it does not rule out the possibility. Attached is a letter from N. R. Drulard, City Engineer, clarifying their intent in this paragraph.

In all fairness to you, as contractor, we would hope to make a determination as to the hazard involved soon after you reach the 100 foot mark with your sill drifts rather than wait until the eastbound tunnel is ready for traffic as implied by paragraph (n) of the permit.

As far as we are concerned, the November 15, 1968 date still stands for routing traffic through the eastbound tunnel.

NOTED
TOM EDWARDS

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By

ORIGINAL SIGNED BY A V BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

bcc Tom Edwards (Enc)
Ivan Merchant (Enc)
William Ikola

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

AVB:sh

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 21, 1968

SUBJECT: Vista Ridge Westbound Tunnel
Sunset Highway
Contract No. 7122

To: Mr. A. E. Johnson
Metropolitan Engineer
OFFICE

ATTENTION: Mr. A. V. Benedict

Forwarded herewith three (3) copies of a letter from Drake-Winston dated March 20, 1968, transmitting copies of the City Blasting Permit Ordinance for the subject project. Three (3) copies of this ordinance are also enclosed.

In their letter Drake-Winston has called attention to the first paragraph (lettered n) on page 3 of the ordinance. They are under the impression that the wording in this paragraph prohibits them from blasting in the Westbound Tunnel after the Eastbound Tunnel is opened to traffic. They are also assuming the completion date for the work listed in paragraph (a) under Article 8-7 on page 11 of the Special Provisions is to be postponed as set forth in the last paragraph on page 11.

The matter of blasting in the Westbound Tunnel after the Eastbound Tunnel is opened to traffic was discussed with Mr. Gray and personnel from the City Engineer's Office at the preconstruction conference on February 27, 1968. At the conlusion of that discussion, it was agreed the wording in the blasting permit, regarding blasting in the Westbound Tunnel while traffic is using the Eastbound Tunnel, would be such so as to leave the matter open until an inspection could be made to determine if the blasting would be hazardous to traffic and delay the opening of the Eastbound Tunnel.

Please advise as to how this letter is to be answered and if inquiries are to be made of the City Engineer's Office regarding the wording in paragraph (n) of the blasting ordinance.

William E. Ikola
William E. Ikola
Resident Bridge Engineer

WEK:rb

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

Re: Permits Blasting

March 21, 1968

Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: A. E. Johnson, Metropolitan Engineer

Gentlemen:

In response to Mr. Benedict's request, we wish to clarify the intent of paragraph (n) of Ordinance No. 126342 granting permission for blasting during construction of the westbound section of the Vista Ridge Tunnel.

Paragraph (n) reads "Blasting shall be discontinued before the Eastbound Tunnel is opened for public use and not resumed without approval of the City Engineer and Fire Marshal." This is intended to postpone any definite decision regarding public use of the eastbound tunnel until the westbound tunnel construction had reached a point that would provide a better presentation of the circumstances that would accompany the blasting during use of the eastbound tunnel. When you feel this point has been reached, we, together with the Fire Marshal, will give you a decision.

I trust this letter will serve its purpose for your contractor; if not, we will cooperate in any further action that you feel necessary.

Yours very truly,

N. R. DRULARD
City Engineer

JJK:tl
cc: James H. Riopelle,
Fire Marshal

ORDINANCE NO. 126312

An Ordinance granting a revocable permit to Drake-Winston, Joint Venturers, for storage and use of explosives for use during construction of the Vista Ridge Westbound Tunnel, providing conditions and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that Drake-Winston, Joint Venturers, P. O. Box 491, 97207, has requested permission to store and use explosives during the construction of the Vista Ridge Westbound Tunnel Section of the Sunset Highway, under Oregon State Highway Project Contract No. 7122, that use of explosives is needed for the removal of rock from the tunnel route, that the granting of this permit is in the public interest, now therefore, a revocable permit is hereby granted to Drake-Winston, Joint Venturers, (hereinafter referred to as the grantee) to have temporary on-the-job storage of, and use of explosives for the purposes of constructing the Vista Ridge Westbound Tunnel Section of the Sunset Highway for the Oregon State Highway Department as previously mentioned, subject to the following terms and conditions:

(a) The use of explosives herein authorized shall be in accordance with provisions of all existing codes as well as any other ordinances regulating or pertaining to blasting, and shall be subject to restrictions imposed by the City Engineer, theFire Marshal, and the Chief of Police.

(b) All explosives used in the City shall be packed and marked in compliance with the I.C.C. regulations governing the transportation of such commodities, as formulated and published from time to time. All explosives shall be of a type approved and in strict accordance with Section 14-1104 of the Portland Fire Code.

(c) The explosives on the jobsite shall be limited in amount to the need of one work day and in no event shall exceed 450 pounds at any one time during any one day's normal working hours, and shall be safeguarded in an approved temporary holding facility incident to the work in progress. The temporary holding facility shall be located at least one hundred (100) feet from inhabited buildings and City streets and at least seventy-five (75) feet from the work in progress. Explosives shall not be kept on the job-site at any time other than between the hours of 6 a.m. and 7:30 p.m. except an amount of less than 50 pounds left over from a day's work may be kept at the temporary holding facility in an approved and properly placarded magazine, guarded at all times by a competent person who shall be at least 21 years of age and who shall be held responsible for compliance with all safety regulations. This left-over amount shall constitute a portion of the following day's allowable limit of four hundred fifty (450) pounds.

(d) The explosives at the temporary holding facility shall be surrounded on four (4) sides with an adequately arranged artificial barricade of earth (dirt or sand) of a minimum thickness of three (3) feet and a minimum height of six (6) feet. There shall be posted at the entrance to the temporary holding facility a sign with red lettering at least three (3) inches in height on a white background reading "Explosives-Keep Off."

(e) Blasting caps, electric blasting caps, detonating primers, and primed cartridges shall not be kept in the same package nor in the same magazine with other explosives, and shall be kept at a safe location separate from the holding facility.

(f) Ground around the temporary holding facility shall slope away for drainage and shall be kept clear of flammable liquids and combustible materials for a distance of fifty (50) feet.

(g) Smoking, matches, open flames, spark-producing devices, and firearms shall be prohibited inside or within fifty (50) feet of the temporary holding facility.

(h) The permittee shall maintain a high order of housekeeping, provide approved containers for, and exercise care in the safe disposal of explosives packaging materials. No combustibles or other materials used in the packaging of explosives shall be incinerated in the City of Portland.

(i) The permittee shall at all times follow accepted and established safe practices and procedures for keeping, use and handling of explosives and shall be familiar with, and observe all regulations of Article 11 of the Fire Code.

(j) The use of electric blasting caps shall be in accordance with the safe practice recommendations of the Institute of Makers of Explosives Pamphlet No. 20 entitled "Radio Frequency Energy - A Potential Hazard in the Use or Transportation of Electric Blasting Caps", dated April 1964.

(k) This permit shall at all times be subject to and available for inspection by any member of the Police and Fire Bureaus of the City. The Police Chief, City Engineer, or Fire Marshal may summarily order blasting operations suspended should any unforeseen emergency or need arise.

(l) This permit in no way relieves the permittee from compliance with State and Federal laws or regulations related to the use and handling of explosives.

(m) No work shall be commenced under this permit until permittee has paid the fee required by Section 14-1105 of the Fire Code.

(n) Blasting shall be discontinued before the Eastbound Tunnel is opened for public use and not resumed without approval of the City Engineer, and Fire Marshal.

(o) Permittee shall furnish to the City Auditor a certificate evidencing insurance protecting the City and any other person or property therein from all injury or damage that might result from the work authorized by this permit and to protect the City, its officers, agents and employees from all claims for such injury or loss. Said certificate shall be in a form approved by the City Attorney, and shall be not less than $1,000,000 for injuries to person or persons from one accident and $3,000,000 for property damage.

(p) Permittee shall at all times follow generally accepted and established safe practices and procedures for temporary placement, handling and use of explosives, subject to the provisions herein.

(q) The permit hereby granted shall be revocable at the pleasure of the Council and no expenditure of money hereunder or lapse of time or any act or thing shall operate as an estoppel against the City of Portland or be held to give the permittee any vested or other right.

(r) Except as otherwise authorized herein the permittee shall comply with all regulations and ordinances of the City of Portland, federal, state and local loaws, codes and regulations applicable to the work under this permit for the safeguard of life and health of permittee's employees and other persons, the prevention of damage to property, materials, supplies and equipment, and the avoidance of work interruptions.

(s) Any damage to government-owned or private property resulting from permittee's blasting or the accidental detonation of permittee's explosives shall be repaired by permittee at its sole expense. Permittee shall be solely liable for any injury to or death of persons resulting from permittee's blasting or the accidental detonation of its explosives.

Section 2. This ordinance shall be of no effect until Drake-Winston, Joint Venturers, has filed with the City Auditor, in a form approved by the City Attorney, an acceptance of the terms and conditions of this ordinance.

Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that there may be no unnecessary delay in permitting the permittee to commence operations of blasting in connection with the Vista Ridge Westbound Tunnel project: therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, MAR 7 1968

Terry D Schrunk

Mayor of the City of Portland

Attest:

Ray Smith

Auditor of the City of Portland

DRAKE-WINSTON JOINT VENTURERS
P. O. BOX 491 • 323-7341
PORTLAND, OREGON 97207

March 20, 1968

RESIDENT BRIDGE ENGR.
RECEIVED
MAR 21 1968
WILLIAM E. IKOLA
☐ ☐ ☐ ☐

Oregon State Highway Department
Metro Engineer
5821 N.E. Glisan St.
Portland, Oregon

Attn: William Ikola, Res. Engr.

Re: Vista Ridge Tunnel - TWB
OSHD Contract No. 7122

Gentlemen:

Enclosed are (3) three copies of the City Blasting Permit Ordinance for the subject project.

Your attention is specifically called to the first paragraph on page 3 of this ordinance. Because of this paragraph and Section 8-7 (Time for Completion of Work) as contained on page 11 of the Special Provision for this project, it is understood that the last paragraph on said page 11 is in force.

At the present time, completion of blasting in the westbound tunnel is contemplated to be approximately January 15, 1969, at which time public traffic could be permitted to use the eastbound tunnel.

If this analysis of this problem is not satisfactory to the Oregon State Highway Department, please advise immediately. If no answer is received within 10 days, it will be assumed that the foregoing understanding is correct and acceptable to the Oregon State Highway Department.

Very truly yours,

DRAKE-WINSTON
JOINT VENTURERS

John R. Gray

John R. Gray
Project Manager

Encl.

RECEIVED
MAR 13 1968
FOR FILING

F-U-318(11)
7122

March 13, 1968

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been prepared covering the installation of illumination on the Vista Ridge westbound tunnel section of the Sunset Highway and connecting ramps.

This agreement has been executed by the City of Portland and provides that the State shall do the work at an estimated cost of $23,000 and maintain the luminaire units after installation. The City is to pay for all electrical energy consumed. This is to be financed by Federal-aid Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the April 16 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
H. S. Cox
C. H. Maison
L. W. Rulien

VPJ:njc jes

RECEIVED
MAR 12 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-U-318(11)
7122

March 12, 1968

Drake-Winston
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7122 for grading, paving, structures, tunnel, signing, and illumination on the Vista Ridge Westbound Tunnel Section of the Sunset Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc The Aetna Casualty and Surety Company

The Travelers Indemnity Company

RECEIVED
MAR 1 1968

F-11-318 (11)

7122

SP*23611-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1968

To: MEMORANDUM TO THE FILES

SUBJECT: N.W. Johnson-S.W. Montgomery Section
Stadium Freeway
Contract 6832

Westbound Vista Ridge Tunnel
Contract 7122

The contract for the Johnson Street-Montgomery Street Section of the Stadium Freeway permits the contractor to haul material through the Eastbound Tunnel to locations West of the said Tunnel. To date, the contractor has not availed himself of this privilege and no material has been hauled through the Eastbound Tunnel.

The Tunnel contract, No. 7122, requires that the 18th Street rigid frame be started and completed as one of the earliest items of that project. This is in order to complete the Eastbound Tunnel so that traffic can be using it by the proposed contract date. Upon the start of construction on the 18th Street rigid frame, the contractor on the Stadium Freeway will be prohibited from hauling through the Tunnel because of the slot cut through the subgrade for the structure construction.

Mr. A. E. Johnson is directed to contact the contractor, Gibbons and Reed, and work out the details with costs for this change in specifications.

Needless to say, the area engineer for the Bureau of Public Roads should be advised and concur in any price negotiations on this subject.

NOTED
F. B. KLABOE

The meeting with the contractor should be made at the earliest possible time, as he was notified by letter of February 28 that he would not be permitted to haul through the Eastbound Tunnel after March 1.

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson

3-1-68

REFERRED TO
Morgan
By Asst. State Hwy. Engr.
Info.

RECEIVED
MAR - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible]—6M

F-U-318(11)
7122

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of
project agreement if additional
funds are G-IP
Date FEB 8 1968 By
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Westbound Tunnel
Date February 29, 1968
Highway Sunset
Contract No. 7122
County Multnomah
Prefix 26-1090
Contractor Drake-Winston
F. A. Project No. F-U 318(11)
Address 1740 N.W. Flanders St., Portland, Oregon 97209
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate approximately 125' of 8" sanitary sewer in abandoned portion of S. W. Mill Street Terrace.

1. Equipment rental rates shall be in accordance with State - AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract of this project.

This work started February 28, 1968

Location by station numbers: TWB 29+10 to 30+20

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 425.00
Equipment	275.00
Material	310.00
Total	$1,010.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Upon excavating for TWB east portal it was discovered that sanitary sewer was not at location indicated on plans and had been cut off under previous tunnel contract. Pipe is to be relocated as shown on plans. As pipe must be relocated in rock, contractor will not accept the work at unit bid price.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,233,919.50
Present estimate of project cost, including $ 1,010.00 for work under this order $4,065,572.72
Expected under-run / over-run amount UNDER . . $ 168,346.78
Expected under-run / over-run per cent UNDER . . 3.98%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Harry W. Oswald Asst. Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Construction Engineer or Bridge Engineer

OK/s/ J.B.

Approval Recommended: /s/ A. V. Benedict

Approved: /s/ L. H. Young

C

[illegible]
FEB 28 1968
FOR FILING
E-U-318(11)
7122

February 27, 1968

MISC. CONTRACTS and
AGREEMENTS No. 35418

City of Portland
City Hall
Portland, Oregon

Attention: Mr. Ray Smith
City Auditor

Gentlemen:

We have received your letter of February 26 and four copies of an agreement covering installation, maintenance and operation of luminaire units on the Vista Ridge Westbound Tunnel Section of the Sunset Highway and ramps connecting thereto.

When the Commission has approved this agreement, two copies will be returned to you.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc H. S. Cox
(with agreements)

RECEIVED
FEB 20 1968

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 COTTAGE ST. NE - SALEM, ORE. 97301

F-U-318(11)

7122

TO : MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE: FEBRUARY 20, 1968

In reply refer to: 08-35.2EC

A. W. Parsons

FROM : MR. A. W. PARSONS, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT NO. F-U-318(11)
VISTA RIDGE (WESTBOUND) TUNNEL SECTION
TUNNEL CONSTRUCTION

AS REQUESTED IN MR. YOUNG'S LETTER OF FEBRUARY 16, 1968 ADVISING THAT ALL RIGHTS OF WAY OR RIGHTS OF ENTRY HAVE BEEN ACQUIRED FOR THE ABOVE PROJECT, WE HEREBY CONCUR AS OF FEBRUARY 16, 1968 IN THE AWARD OF CONTRACT NO. 7122 TO DRAKE-WINSTON OF PORTLAND, OREGON, LOW BIDDER IN THE AMOUNT OF $3,743,984.00 AT THE JANUARY 25, 1968 BID OPENING.

RECEIPT OF EVIDENCE OF ILLUMINATION AGREEMENT AS BEING SIGNED BY THE CITY OF PORTLAND AS SPECIFIED IN OUR DECEMBER 21, 1967 PS&E LETTER IS WAIVED ON THE CERTIFICATION OF MR. YOUNG'S FEBRUARY 16, 1968 LETTER. COPIES OF THIS AGREEMENT SHOULD BE FURNISHED FOR OUR APPROVAL AND FILES AFTER THE AGREEMENT HAS BEEN EXECUTED.

2-26-68

REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
FEB 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 2 - [illegible]

FOR FILIN
F-U-318(11)

7122

February 16, 1968

[illegible] 1968

Drake-Winston
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on January 30, 1968, accepted your proposal for grading, paving, structures, tunnel, signing and illumination on the Vista Ridge Westbound Tunnel Section of the Sunset Highway in Multnomah County for the sum of $3,743,984 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7122. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

All work necessary for the completion and opening of the eastbound tunnel to traffic shall be completed prior to November 15, 1968. All work to be done under the contract shall be completed in its entirety prior to June 15, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. W. Rulien Frank Morgan I. D. Merchant
William Ikola L. H. Young C. D. Matthis (SIAC)

RECEIVED
FEB 19 1968

FOR FILING
F-U-318(11)
7122

February 16, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Concurrence in award of contract is requested as of today for the Vista Ridge Westbound Tunnel Section, Project No. F-U-318(11).

The contractor receiving the award is Drake-Winston of Portland in the amount of $3,743,984.00, with Contract No. 7122 assigned. The bid was received on January 25, 1968 and will be awarded February 16, 1968, after you have signed our authorization form.

Your P.S. and E. approval letter indicated that evidence should be furnished that the City of Portland has signed the illumination agreement. We have contacted the city Highway Coordinator, Mr. Fred Fowler, and he informed us by telephone that the Mayor and Auditor have signed the agreement but an ordinance must be signed prior to the agreement being mailed. We will be unable to furnish physical evidence of the signatures prior to our deadline for award, therefore we request waiver of your requirement to furnish this evidence, on consideration of the above information. The signed agreement is expected in our office February 27, 1968.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Crossing permits will not be required as all adjustments are within city street right of way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb
cc: V. P. Johnson

RECEIVED
DEC 22 1967
FOR FILIN
F-LL-318(11)
7122

December 21, 1967
Salem, Oregon

Mr. A. E. Johnson
Metropolitan Engineer
Portland

Final computations
for Vista Ridge Tunnel

On recent date Mr. Merchant advised you to prepare the final computations for the Vista Ridge Tunnel on the basis of including within the pay excavation that volume encompassed in the pilot tunnel. I have discussed this matter with our legal staff and in consequence must reverse this ruling.

The excavation was a unit bid item with an extreme pay limit setup as shown on the drawing. This is common to many other types of excavations such as structural trench, ditch, et cetera wherein extreme limits are shown. In all of these instances only the excavation inside the limit lines is paid for. The same shall apply here; namely, the item is on a unit basis and only the number of units actually handled shall be paid for.

Tom Edwards
Assistant State Highway Engineer

TE:jas
cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young
George Rohde
C. H. Maison

UNITED STATES GOVERNMENT

Memorandum

F-U-318(11)

7122

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: December 21, 1967

In reply refer to: 08-35-EC

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

SUBJECT: Oregon Project F-U-318(11)
Vista Ridge Westbound Tunnel Section
Tunnel construction

PS&E documents for the subject project are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the Title Sheet is enclosed.

Right of Way: Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Oakes' December 18, 1967 report.

Utilities: Mr. Litchfield's December 18, 1967 Utility Status Report indicates that both reimbursable and nonreimbursable utility adjustments are involved, but the reimbursable work will be on a nonparticipating basis. We understand that you will certify that necessary arrangements have been made for proper coordination of such work.

Single Product Usage: As stated in Mr. Young's December 19, 1967 letter, specifying one material or product is limited to those items previously accepted.

Other Agency Approval: Information on special measures by State conservation agencies, as well as concurrence by other appropriate public recreational or historical resources authorities, has been received in compliance with IM 21-5-63 under Project U-318(10).

orig to
Young w/encl.
copies to
Moehring
Morgan
Merchant
Litchfield
1-11-68

The December 14, 1965 agreement between the State of Oregon and the City of Portland has been reviewed and traffic control measures as well as provisions for city-owned utility adjustments are considered to be satisfactory.

The proposed draft of your agreement with the City of Portland for illumination has been reviewed and is considered to be satisfactory. Evidence that city officials have signed the

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

agreement should be furnished prior to our concurrence in award. Copies should be furnished for our approval and files after the agreement is executed.

Miscellaneous Authorizations: After award concurrence, you are authorized to proceed with contractor's flagging shown in your estimate in the amount of $2,000.00.

Plans, Specifications, and Estimates:

1. Tunnel Illumination:

The nighttime illumination you now propose appears adequate. We find your maintained daytime illumination in the entrance section to be considerably below the maximum recommended in our Washington office's "tentative standards" and also suggested by your consultant. Since there are many unknowns - and because you have provided heavier wiring for conversion to larger units if necessary - we will approve the design. We do, however, caution you that larger units might be necessary.

2. Concrete Masonry Special Provisions:

On page 25 you mention "normal" overbreak is to be filled with concrete, but you do not define the term "normal". Also, if timber blocking is used, it is not clear that this material can remain in place when the contractor is filling the void with concrete. Both of these items should be clarified.

3. Excavation Limits:

On sheets 23543 and 23544 you indicate "pay limits" for tunnel excavation. We feel you eliminate remeasure work by designating "pay line" for tunnel excavation rather than "pay limits".

4. Breakaway Light Pole Base:

Standard Drawing 1482 for breakaway pole bases is not included in the plans. This drawing should be included.

5. Tunnel Tile:

In accordance with your completion schedule, all work on the eastbound tunnel should be completed by November 15, 1968 and

(more)

This would include the tile placement. The extensive shooting in the westbound tunnel might possibly disrupt tile placed in the eastbound tunnel. Is it possible to utilize the eastbound bore prior to tile placement and then temporarily detour eastbound traffic in the completed westbound bore while completing the tile work in the eastbound tunnel?

Spec. Provisions

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Div. II Part 4 Structures (excluding Section 410)..October 1967
Div. II Part 4 Structures Section 410..............October 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

The use of Article 330-3.22A Profile Index (Supp. Stds. 3-1-67) is approved for use on this project.

Enclosure
Title Sheet

DEC 28 1967

UNITED STATES GOVERNMENT

Memorandum

EU-318(11)

7122

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 20, 1967

In reply refer to: 08-35.EC/710.12
X-file: 710.14

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

AW Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Primary and Urban Programs

Young w/enc.
12-28-67

Mr. Young's December 12, 1967 letter submitted one project for inclusion into the subject program. This Stage 2, jointly financed, Construction phase project is approved effective today:

Item	Project	Location	Work
474	F-U-318(11)	Vista Ridge Tunnel (Portland)	Tunnel, paving, Str.
153	U-F-318(11)	Vista Ridge Tunnel (Portland)	Tunnel, paving, Str.

You are authorized to proceed with utility preparatory work effective today.

Compliance of this project with the urban area criteria is satisfied under Paragraph B2 of IM 50-2-65 and 5(B)(1) of IM 21-12-67 as the program for the eastbound tunnel under U-318(10) was approved prior to July 1, 1965.

Utilization of a designated waste area for the future highway construction is approved under the provisions of Paragraph 14i of PPM 21-6.3.

This action provides for tunnel construction on 0.23 miles of primary highway for a total estimated cost of $4,463,000 of which $1,400,000 is reserved as Federal-aid Primary funds and $1,433,000 is reserved as Federal-aid Urban funds.

RECEIVED
DEC 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO. 12-60

DATE SUBMITTED TO W.O. DEC 22 1967

FORM PR-1
(REV. 4-61)

FEDERAL-AID P

(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 26 S.W. 16th Ave. W. 0.46 mi. (Portland) 21 65	**ADT**	PRESENT 34,000	FUTURE 74,000 (66) (70)

YEAR 8 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr. Dr. H.T. Pave, 1 Tunnel, 1 O'xing 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-4 (72) (73)	PL. AUTH (74)

CARD 4

CLASS OF FEDERAL FUNDS Primary

COUNTY NAME Multn

NAME OF URBAN AREA 17-31 Portland

ROUTE NO. P

FEDERAL-AID 27

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75
5					**PE**		US 26 S.W. 16th Ave. W. 0.46 mi. (Portland)			
5					**ROW**		(Vista Ridge Tunnel ~~East~~bound) West			
5	30			3	**CONST** (CODE) 7221 X999	3		(0.23) 0.23	(2,258,000)* 2,205,000	1,400,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.23	2,205,000 (16) (23)	1,400,000 (24) (33
1	14	PROGRAM APPROVAL DATES				

DEC 20 1967

BPR OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

tland) 65	ADT	PRESENT 34,000	FUTURE 74,000 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 474 (14)

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-4 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F-U- 14	NUMBER 318	SEQ. NO. (11) 13	I. Projects Only POST MI. DESIG. (24) (26)

COUNTY NAME Multnomah	CODE 051 (14) (16)		PROGRAM STAGE	☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL-AID 27 (32)	STATE (36) (37)	U.S. 26 (41)	

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
(0.23) 0.23	(2,258,000)* 2,205,000	1,400,000	805,000		Gr. Dr. 6 - 12' lanes H.T. Pave; 10' shldrs., 10' to 40' median. W.B. Tunnel (1048') 1 rigid frame o'xing at 18th Ave. (45'). Illumination E & W tunnels and lineal roadway illumination. ROW - 225' normal; Access Control - full; Parking Restrictions - complete; Utilities - adjustments required including preparatory work.
0.23	2,205,000	1,400,000	805,000		
	(18) (23)	(24) (33)			

REMARKS Additional Data - Items 99, 116 & 145, Projects U-318(7), U-318(8) and U-318(9)

*This project is jointly financed utilizing Primary and Urban funds.

USCOMM DUSCOMM-DC 48905-P61

Remarks - continued:

The work under this project consists of grade and drain, six 12' lanes high-type pavement, 10' shoulders, 10' to 40' median with median barrier in narrow sections, installation of lineal roadway illumination and traffic signs, construction of one rigid frame o'xing structure at 18th Ave., construction of westbound tunnel and completion of eastbound tunnel, including illumination installation in both tunnels and installation of carbon monoxide analyzer system.

Note: The contractor will be required to waste excess material from the tunnel construction in a disposal area beyond the west limit of project between approximately Stations 48+00 to 61+00 to such cross sections and grades so as to be utilized on future construction project on the Sunset Highway, improving said highway for this project to Highlands Interchange. The disposal area requires approximately 1,500 cu.yds. of incidental excavation to prepare said area for depositing the excess material in a manner suitable for use on the future project.

RECEIVED
DEC 20 1967
FOR FILING

F-U-318(11)

7122

December 19, 1967

3-0

Oregon State Highway Commission

Gentlemen:

It is proposed that the Vista Ridge Tunnel westbound project on the Highland Interchange-Stadium Freeway Section of the Sunset Highway be added to Federal-aid Program X. The project as presently conceived will complete the eastbound tunnel and will construct the westbound tunnel, with connections at the Stadium Freeway and a connection to the existing Canyon Road, a short distance west of the tunnel portals. This would leave for future financing the section from this connection at Canyon Road west to the Highlands Interchange.

Financing for the present job can be provided with Federal-aid funds by use of a portion of the urban funds which were shown on Program X for right-of-way acquisition on the Mount Hood Freeway. We are not in a position to go forward with this acquisition at the present time; therefore, these monies should be used in conjunction with primary funds remaining from the balance of 1968 primary funds. The cost of the job presently proposed is $4,500,000.

Telephonic approval was given by Chairman Jackson this date and your concurrence in such action will be requested at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
D. H. Moehring
L. W. Rulien

LLY:ia fn

F. B. Klaboe

RECEIVED
DEC 1 9 1967

SP*23811-734

FOR FILING
F-11-318(N)
7122

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1967

SUBJECT: Right of Way Status
FA-FAU (10) Project
January 25, 1968 Bid Opening

To: Mr. L. H. Young
Office Engineer

BUILDING

On the following Federal aid project all right of way has been acquired.

Highlands Interchange-
Stadium Freeway Section,
Sunset Highway,
Multnomah County.
2nd Tunnel.
Grade, Pave, Structures, Sign.

The contractor may have immediate occupancy. Rights of entry and rights of access were previously acquired.

Relocation assistance has been provided in accordance with paragraph 3h of Bureau of Public Roads' PPM 80-5.

G. E. ROHDE
Chief Counsel

NOTED
F. B. KLABOE

John R. Oakes
Assistant Right of Way Engineer

JRO:CS
cc: F. B. Klaboe
C. H. Maison
G. E. Rohde
W. H. Haskin
Frank Lowe
Duane Ridings
M. E. Mitchell

[illegible] 1967

RECEIVED
DEC 19 1967

FOR FILING
F-U-318(11)
7122

December 12, 1967

Vista Ridge Tunnel

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one jointly financed Primary-Urban Project, No. F-U-318(11), Items 474 (Primary) and 158 (Urban) which we desire to have included in the Federal-Aid Primary and Urban Highway Programs.

This project meets the requirements of paragraph 8 2 of IM 50-2-65 and paragraph 5(B)(1) of IM 21-12-67.

It is our intention to receive bids for this project on or about January 25, 1968.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ia

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 26 S.W. 16th Ave. W. 0.46 mi. (Portland) 21 65	**ADT**	PRESENT 34,000	FUTURE 74,000 (66) (70)	YEAR 87 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. H.T. Pave, 1 Tunnel, 1 O'xing 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTHY (74) (75

CARD 4	CLASS OF FEDERAL FUNDS Urban	COUNTY NAME Multno
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. P | FEDERAL-AID 27

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		US 26 S.W. 16th Ave. W. 0.46 Mi. (Portland)			
5					**ROW**		(Vista Ridge Tunnel Eastbound)			
5					**CONST** (CODE)			(0.23) 0.23	(2,205,000)* 2,258,000	1,433,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.23	2,258,000	1,433,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

rtland) 65	**ADT**	PRESENT 34,000	FUTURE (66) 74,000 (70)	YEAR (71) 87 (72)	REGION 08	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 032 (9)	ITEM NO. (14) 153 (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 U-F- 22	NUMBER 7 318	SEQ. NO. (11) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME	Multnomah
CODE (14) (16)	051
ROUTE NO.	P
FEDERAL-AID	27
STATE (32) (36)	
U.S. (37) (41)	26

PROGRAM STAGE ☐ 1 OR ☒ 2

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
and)						Gr. Dr. 6-12' lanes H.T. Pave, 10' shldr., 10' to 40' median. W.B. Tunnel (1048'), 1 rigid frame o'xing at 18th Ave. (45'). Illumination of E & W tunnels and lineal roadway illumination.
	(0.23) 0.23	(2,205,000)* 2,258,000	1,433,000	825,000		ROW - 225' normal; Access Control- full; Parking Restrictions- complete; Utilities - adjustments required including preparatory work.
CT S	0.23	2,258,000 (16) (23)	1,433,000 (24) (33)	825,000		

REMARKS Additional Data - Items 99, 116 and 145, Projects U-318(7), U-318(8) and U-318(9)

*This project is jointly financed utilizing Primary and Urban funds.

Remarks - continued:

The work under this project consists of grade and drain, six 12' lanes high-type pavement, 10' shoulders, 10' to 40' median with median barrier in narrow sections, installation of lineal roadway illumination and traffic signs, construction of one rigid frame o'xing structure at 18th Ave., construction of westbound tunnel and completion of eastbound tunnel, including illumination installation in both tunnels and installation of carbon monoxide analyzer system.

Note: The contractor will be required to waste excess material from the tunnel construction in a disposal area beyond the west limit of project between approximately Stations 48+00 to 61+00 to such cross sections and grades so as to be utilized on future construction project on the Sunset Highway, improving said highway for this project to Highlands Interchange. The disposal area requires approximately 1,500 cu.yds. of incidental excavation to prepare said area for depositing the excess material in a manner suitable for use on the future project.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR

(PPM 21

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 26 S.W. 16th Ave. W. 0.46 mi. (Portland) 21 65	**ADT**	PRESENT 34,000	FUTURE 74,000 (66) (70)	YEAR 87 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. H.T. Pave, 1 Tunnel, 1 O'xing 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Multn	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P	FEDERAL-AID 27

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK			TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS	
				CLASS	TYPE	STEP			TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		US 26 S.W. 16th Ave. W. 0.46 mi. (Portland)			
5					**ROW**		(Vista Ridge Tunnel Eastbound)			
5					**CONST** (CODE)			(0.23) 0.23	(2,258,000)* 2,205,000	1,400,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.23	2,205,000	1,400,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

(Portland) 65	**ADT**	PRESENT 34,000	FUTURE 74,000 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 474 (14) (18)

						PROJECT NUMBER			I. Projects Only	
(66)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) F-U- 14 23	NUMBER 318 7	SEQ. NO. (11) 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME Multnomah	CODE 051 (14) (16)	PROGRAM STAGE	☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL-AID 27 (32)	STATE (36)	U.S. (37) 26 (41)

	ESTIMATED PROJECT COST BY PHASES				
	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
Ave. land)					
hel					
	(0.23) 0.23	(2,258,000)* 2,205,000	1,400,000	805,000	
JECT TALS	0.23	2,205,000 (16) (23)	1,400,000 (24) (33)	805,000	

CHARACTER OF PROPOSED WORK
(Full description)

Gr. Dr. 6 - 12' lanes H.T. Pave; 10' shldrs., 10' to 40' median.
W.B. Tunnel (1048') 1 rigid frame o'xing at 18th Ave. (45'). Illumination E & W tunnels and lineal roadway illumination.

ROW - 225' normal; Access Control- full; Parking Restrictions- complete; Utilities - adjustments required including preparatory work.

REMARKS Additional Data - Items 99, 116 & 145, Projects U-318(7), U-318(8) and U-318(9)

*This project is jointly financed utilizing Primary and Urban funds.

USCOMM DUSCOMM-DC 48905-P61

Remarks - continued:

The work under this project consists of grade and drain, six 12' lanes high-type pavement, 10' shoulders, 10' to 40' median with median barrier in narrow sections, installation of lineal roadway illumination and traffic signs, construction of one rigid frame o'xing structure at 18th Ave., construction of westbound tunnel and completion of eastbound tunnel, including illumination installation in both tunnels and installation of carbon monoxide analyzer system.

Note: The contractor will be required to waste excess material from the tunnel construction in a disposal area beyond the west limit of project between approximately Stations 48+00 to 61+00 to such cross sections and grades so as to be utilized on future construction project on the Sunset Highway, improving said highway for this project to Highlands Interchange. The disposal area requires approximately 1,500 cu.yds. of incidental excavation to prepare said area for depositing the excess material in a manner suitable for use on the future project.

RECEIVED

Orig. FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

F-U-318(11)
7122

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 11, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Div Engr, by R. M. Arenz, Acting Div Engr
Salem, Oregon

SUBJECT: Oregon Project U-318(7)
Highlands Interchange - Stadium Freeway Section
Illumination Installation

12-14

We have reviewed the proposed illumination plans for the subject project as requested by Mr. Edwards' November 17, 1967 letter. While we approve of lineal illumination for this project our review indicates a number of changes are necessary in order to render a continuous and effective pattern of illumination throughout the project.

Our computations show the planned level of illumination for the "OJ" tunnel is about 9.4 foot-candles for daytime conditions and 2.4 foot-candles for nighttime operation. We find that the lighting intensities along the "OJ" line are satisfactory (0.85 - 2.4 foot-candles) while the uniformity ratios between Stations 50 and 60 are considerably less (10:1) than that recommended by AASHO. It is felt the illumination in these areas should be revised to meet the following criteria:

1. "OJ" Tunnel (Day Operation)

An increase in lighting intensities within the entrance zone (first 300 to 400 feet) to a minimum average initial value of 50 foot-candles with a gradual decrease of intensity beyond the entrance zone to about the night roadway lighting level.

2. "OJ" Roadway

An average initial value of 0.8 to 1.2 foot-candles with a uniformity ratio of 6:1 or better should be maintained along the roadway. The lighting level should gradually increase as the motorist approachs the tunnel to the level of lighting within the tunnel and decrease gradually after leaving the tunnel.

Copy-Granger
Young RD
[illegible]

(more)

NOTED TOM EDWARDS

RECEIVED
DEC 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We find that the uniformity ratio along the "OJ" line could be increased to about 3:1 with an increase in the intensity to about 1.2 foot-candles by changing from the proposed Type II, 250-watt luminaire to a Type II 400-watt luminaire (spacing and mounting heights remaining the same as planned).

However, because of possible glare problems resulting from the difference in roadway grades, Stations L-35 to L-40 and L-50 to L-60, it is felt consideration should be given to mounting the luminaire for the "OJ" line on the poles used for the L-line luminaires. Our preliminary calculations indicate that by using Type II 400-watt luminaires, with the mounting height varying from about 30 feet to 48 feet, lighting values of 0.8 to 1.3 foot-candles and uniformity ratios of from 3.5:1 to 2:1 could be obtained. Such an arrangement would not only result in a safer project because of the reduction in glare but would result in a less expensive project due to the elimination of several light poles.

RECEIVED
DEC 13 1967

Form PH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

F-11-318(11)
7422

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 11, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Div Engr, by R. M. Arenz, Acting Div Engr
Salem, Oregon

SUBJECT: Oregon Project U-318(10)
Vista Ridge Tunnel Lighting

We have reviewed the Vista Ridge Tunnel lighting proposed in your plans submitted November 17 under cover memorandum from Mr. I. D. Merchant. Our review indicates that your daytime illumination is acceptable; however, your nighttime intensity of 12 foot-candles is more than twice the amount you originally intended to use and is beyond the limit which we can approve.

The principles you applied to the Tooth Rock Tunnel (Project I-80N-2(8)38) certainly would apply to the Vista Ridge project. Mr. Williams' memorandum dated March 21, 1966 (submitted to you under our comments on the Tooth Rock Tunnel lighting) explained that a level lower than 5 foot-candles was recommended. We feel this value should be a maintained 1.5 foot-candles and certainly not more than the 3 foot-candles explained in Mr. Edwards' letter to us May 16, 1966 on the Tooth Rock project.

It is our recommendation that you reconsider the entire nighttime illumination for the Vista Ridge Tunnel with the upper maintained limit being 3 foot-candles.

NOTED
TOM EDWARDS

RECEIVED
DEC 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Copy Ivan Young 12-12-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 9 = 1967

FORM E-30 50M 10-65 SP*23401-734

FOR FILING

E-11-318(11)

7122

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

November 7, 1967

SUBJECT: Signing
Sunset Tunnel

To: Tom Edwards
Assistant State Highway
Engineer
BUILDING

Attached are two drawings; one showing signs incorporating route shields on the sign boards and the other showing route shields above the sign boards. Both drawings show the sign's position with respect to the cross-section taken at the eastbound approach to the Sunset Tunnel.

Personally, I see no objection to mounting the route shields above the signs. This arrangement would certainly allow us to produce a sign that could be more properly located over its associated lane. It should be noted from the drawings that we have decreased the spacing in some instances below standard to make the sign board fit the 12-foot dimension. I see no harm in doing this either.

After we decide amongst ourselves what plan we want to use, I would suggest that we meet with the Bureau and ask for their cooperation on this matter.

L. E. George

Copy to
11-9-67

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

Dud -
I approve the
7x12 Pattern.
Set up a meeting to
discuss it w/ Brooks
Edw.
[illegible]

NOTED
TOM EDWARDS

RECEIVED
NOV [illegible] 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 8 - 1967

FOR FILING
E-11-318(11)
7122

October 6, 1967

Mr. Gerald O. Bratti
Executive Vice President
Select-Bratti Tile Company
800 - 25th Street
San Francisco, California 94107

Subject: Tile Lining
Vista Ridge Tunnels

Dear Sir:

On January 25, 1968, the State Highway Department will open bids for the construction of the second bore of twin bore tunnels through the West Hills in Portland, Oregon.

A contract is presently being completed for the first bore of this tunnel and the contract to be called in January will provide for ceramic tile lining in both the eastbound tunnel now being completed and the westbound tunnel to be completed under the January 25th contract. These tunnels are slightly more than 1,000 feet long each and there will be approximately 150,000 square feet of tile lining in the twin tunnels.

Proposals for this work will be in the hands of bidders three weeks prior to the bid opening date and plans and specifications can be procured from the Oregon State Highway Department in Salem, Oregon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED

IDM:mb
cc: Mr. R. L. Porter

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
OCT 5 67

SELECT-BRATTI TILE COMPANY *Executive office: 800 25th Street, San Francisco, Calif. 94107 / 415-826-1552*
Ceramic tile and marble

REFERRED TO
Admin.
BY SECRETARY

October 2, 1967

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

We understand that you contemplate designing a tunnel known as Vista Ridge Tunnel in the City of Portland on U.S. Route 26, and we would be very grateful if you would let us know whether or not ceramic wall tile will be specified for this project.

Our Eastern company is very well acquainted with tunnel work. A few of the projects that it has most recently completed are: "E" Street Expressway in Washington, D.C., and Allegheny Tunnel #1 in Latrobe, Pennsylvania.

Our Eastern company presently has contracts for four (4) tunnels for the Pennsylvania Turnpike Commission, which they will start within the next few months, and another one in Cincinnati, Ohio.

If you would send us this information in the enclosed self-addressed envelope, we would appreciate it.

Thanking you for your courtesy.

Very truly yours,

SELECT-BRATTI TILE COMPANY

Gerald O. Bratti
Executive Vice President

GOB:ic

RECEIVED
OCT 5 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Branch offices:
10409 Woodbine St., Los Angeles, Calif. • 213-839-7069
and
San Jose
Sacramento

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-U-318(M)

7122

September 25, 1967

Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Power Service
Vista Ridge Tunnels
Sunset Highway
Multnomah County
Contract 6748 & Highlands Intchg.
Stadium Freeway Section

Gentlemen:

Reference is made to your letter dated July 27, 1967, which set forth three proposals for supplying power service to the Vista Ridge Tunnels.

Proposal #3 for an underground primary cable from SW 18th to a pad mount transformer, at an estimated cost of $3349, has been approved by the State. You are hereby authorized to proceed with the necessary preliminary installations that must be accomplished prior to the completion of our present Vista Ridge Eastbound Tunnel project as of September 25, 1967.

You are requested to contact Mr. William Ikola, Resident Bridge Engineer, 5821 NE Glisan Street, Portland, Oregon 97213, Phone: 235-8911, Ext. 70, prior to beginning work so that your work may be coordinated with that of the State's contractor.

It is our understanding that the bulk of the work on the service installation will be accomplished at a later date during our proposed Highlands Intch - Stadium Freeway Section project. Therefore the work will be paid for by a State Force Order written under this proposed project. Service will probably not be required before July, 1968.

Reimbursement for the work performed on and subsequent to September 25, 1967, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
TOM EDWARDS

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

RECEIVED
SEP 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc: F. B. Klaboe
Tom Edwards
~~I. D. Merchant~~
L. H. Young (2)
C. H. Maison
A. E. Johnson
Wm. Ikola
B. P. Huntley
Jack Hesla

RECEIVED
SEP 8 1967

FOR FILE
F-U-318(11)

7122

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
September 7, 1967
Salem, Oregon 97310

To: MEMO TO FILE

SUBJECT: Vista Ridge Tunnel

Ivan Merchant has furnished the following figures for the completion of the tunnels on this section. A complete new second tunnel for westbound traffic is estimated to cost $3,562,000. The cost of completing the work on the first tunnel is estimated to be $275,000.

F. B. Klaboe
Assistant State Highway Engineer

FBK:kf

cc Forrest Cooper
R. L. Porter
I. D. Merchant
F. D. Morgan

RECEIVED
AUG 30 1967
FOR FILING

F-11-318(1)

7122

1912

August 30, 1967

Mr. Milton T. Hector, Chairman
Board of Commissioners
West Slope Water District
3105 S. W. 89th Avenue
Portland, Oregon 97225

Dear Mr. Hector:

Re: West Slope Water District
12-inch pump line, Highlands
Interchange-Stadium Freeway
Section, Sunset Highway
Multnomah County

In reply to your letter of August 22, please be advised that our position on this matter is the same as it has been in previous correspondence.

Our letter of July 21 was merely to advise you of the existing situation so that you could act accordingly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
A. E. Johnson
Jack Sollis
T. W. Litchfield

JLS:ja srb

WEST SLOPE WATER DISTRICT
WASHINGTON COUNTY, OREGON

3105 S.W. 89TH AVENUE • TELEPHONE 292-2777
PORTLAND, OREGON 97225

August 22, 1967

RECEIVED
AUG 25 1967
LEGAL & RIGHT OF WAY

NOTED
F.B. KLABOE

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Fred Klaboe

Re: West Slope Water District Supply Line
Sunset Highway

Gentlemen:

Your letter of July 21 was considered by the Board of Commissioners at its regular meeting on the night of August 14. Please be advised as follows:

We note from your letter that much of the District's 12 inch pipe line along the old Jefferson Road within the city limits of Portland will be buried by a fill of as much as 50 feet. It is for this very reason that the Board of Commissioners of the District over a period of several years has taken the position that the Highway Department should pay for the cost of relocating the supply main or compensate the District for the reasonable value of the facility which has in effect been taken by the State Highway Department and rendered inoperable by your construction project.

Very truly yours,

WEST SLOPE WATER DISTRICT

Milton T. Hector

Milton T. Hector, Chairman

MTH:eh

orig Sollis - RD
copies to Morgan
Litchfield
Johnson
8-25-67

RECEIVED
AUG 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1967

FOR FILING

F-11-3-8(11)

7/22

July 21, 1967

Mr. A. P. DiBenedetto, Chairman
Board of Commissioners
West Slope Water District
3105 S. W. 89th Avenue
Portland, Oregon 97225

Dear Mr. DiBenedetto:

Re: West Slope Water District 12-inch Pump Line, Highlands Interchange-Stadium Freeway Section, Sunset Highway Multnomah County

This is to advise you that your existing 12-inch pump line in the Sunset Highway, which was disconnected to accommodate the construction of the Vista Ridge Tunnel Section, will be rendered inaccessible by this project. The portion of the line in old Jefferson Road will be buried by an average roadbed fill of 50 feet. The portion of the line from Jefferson Road to the westerly end of the project will lie beneath the traveled areas of the proposed highway.

We do not consider the water line to be in conflict with our construction so, if you wish to salvage the pipe, it should be done before the construction of the proposed project makes it impossible.

If we can be of any further assistance, please advise.

Very truly yours,

NOTED
F. B. KLABOE

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
A. E. Johnson
T. W. Litchfield
Dale Sturmer
Jack Heels

TWL:nn srb

FORM 2-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1967

SUBJECT: 12-inch Pump Line
West Slope Water District
Highlands Interchange-Stadium Freeway Section
Sunset Highway
Multnomah County
Prefix: 26-1983

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Reference is made to Mr. A. V. Benedict's letter of June 9, and of June 16, 1967, copies of which are attached, in which he requested that a determination be made as to the status of the remaining 12-inch water pump line in the Sunset Highway (Old Canyon Rd.). He also asked if it was to be considered a conflict.

The matter was referred to Mr. Jack L. Sollis, Staff Attorney, for his opinion. It is Mr. Sollis' opinion, per his attached letter of June 22, 1967, that the pipe should not be considered as a conflict. Mr. Sollis also suggested that a letter should be sent over your signature advising the West Slope Water District that their pipe will be rendered inaccessible by our proposed project. Please refer to Mr. Benedict's letter of June 16, 1967, for more details. The map supplied us by Mr. Benedict is attached for your information.

A rough draft of a suggested letter to West Slope Water District is attached for your convenience.

F. D. Morgan,
Construction Engineer

By

T. W. Litchfield,
Utilities Liaison Engineer

TWL-JMC:ss:nn
Encs.
cc: A. E. Johnson
Jack L. Sollis
Dale Sturmer
Jack Hesla

RECEIVED
JUL 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1967

SUBJECT: Highland Roads-Stadium Freeway
Sunset Highway
Prefix: 26-1983
West Slope Water District Pipe

To: Mr. Jack Cartwright
Utilities Office Engineer

Building

After reviewing the map attached to Mr. Benedict's letter of June 16, 1967, it is our opinion that Mr. Klaboe should write the District a final letter advising them to what extent their pipe will be buried or access to it will be completely cut off because of the project and advise them that if they wish they may salvage the pipe prior to the time it is buried or becomes buried under the center line of the relocated highway.

This pipe is not a conflict and should not be treated as such.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:hg

FORM E-30 50M 2-66 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 16, 1967

SUBJECT: Highlands Road-Stadium Freeway
Sunset Highway
Prefix: 26-1983

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. Jack Cartwright

In accordance with your telephone request, I attach a copy of a preliminary drainage map of the subject project on which the 12-inch pump line belonging to West Slope Water District is colored in red. Unfortunately, some of the alignment shown on this map is obsolete.

As indicated in my letter dated June 9, a little over 500 feet of pipe has been removed from this line in the vicinity of the OJ rigid frame. It has been rumored that the valve at approximate Station 57 has been salvaged by West Slope Water District, which would mean the line up the canyon is empty. Mr. Blackwell, Superintendent, denies this and says the line should still be full of water.

From approximate Station 47+25 to Station 54, the line lies under or behind the footings of a wall which will, in turn, be built on considerable fill. The pipe lies in the bottom of the old canyon and fills run in the neighborhood of 50 feet from Station 50 to about Station 70. From Station 80 to the westerly end of the project, the pipeline is in the shoulder of the present road. The map gives a somewhat eroneous picture west of Station 90, since this portion of the centerline will be moved approximately 20 feet south.

I trust this gives you the necessary information.

A. E. Johnson
Metropolitan Engineer

By A.V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh
Enclosure
cc Dale Sturmer

RECEIVED
JUN 13 1967

FOR FILING

Const
R/W
Sunset

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 9, 1967

To:
Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Highlands Interchange-
Stadium Freeway Section
Sunset Highway
Profix: 26-1983

ATTENTION: Mr. Ted Litchfield

We are in the process of working up a project within the above limits to be contracted possibly in October, 1967. Utility conflicts will involve a power line and possibly the old West Slope 12-inch pump line. In the case of the power line, conflicts will exist along present Canyon Road both above and below the sections now under contract.

The West Slope water line is now cut in the area of the "OJ" rigid frame structure on the Vista Ridge Tunnel Section. West Slope Water District has never consented to abandonment of the line and still retains the pumping station near the City's Washington Park Reservoir. For your convenience, I attach copies of pertinent correspondence. Please determine the status of the West Slope pump line and advise if we should show conflicts on our plans.

A. E. Johnson
Metropolitan Engineer

By

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

NOTED
F B KLABOE

AVB:sh
Enclosures
cc F. B. Klaboe
Dale Sturmer
Jack Neals

RECEIVED
JUN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65 SP 23401-734

OCT 2 - 1967

FOR FILING

F-U-318(11)

7122

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1967

SUBJECT: Vista Ridge W.B. Tunnel
Sunset Highway
Multnomah County
Br. No. 9103

To: Ivan D. Merchant
Bridge Engineer

OFFICE

As per the attached preliminary estimate sheets, the estimated cost for constructing the Vista Ridge Westbound Tunnel, is approximately $3,562,000, which includes a 20% allowance for engineering and contingencies. This estimate covers the cost of construction of the tunnel only (lighting, ventilation and tile lining included) and does not include any estimate for grading and paving.

L. L. Wallace

L. L. Wallace
Chief Bridge Design Engr.

R. L. PORTER

LLW:mb
Att.
cc: T. C. Roake (w/attachments)

Olson gave me a figure of $200,000 to complete paving, curbs, lighting, etc. on West Bound Tunnel in addition to project now being worked up for contract on E. Bnd. tunnel. IDM 7/20/67

L. L. WALL

Preliminary

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name Vista Ridge Tunnel WB County Mult Bridge No. 9103
Section and Station [illegible] to 38+90 Highway
Estimate Made By DJO DSB Date 7-20-67 Checked By Date
Description

Estimate From
(Strike out the ones which do not apply)
No plans
~~Sketch~~
~~Completed plans; Drawing No.~~

Calculation Book No. Loading

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	
Structural Excavation	Cu. Yd.		-			
Excavation Below Elevation Shown	Cu. Yd.		-			
Untreated Timber Piling	Lin. Ft.		-			
Treated Timber Piling	Lin. Ft.		-			
Steel Piling	Lin. Ft.		-			
Prestr. Conc. Piling	Lin. Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu. Yd.					
Concrete	Cu. Yd.		-			
Metal Reinforcement	lbs.					
Lumber	F.B.M.					
Structural Steel	lbs.					
Structural Steel	lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin. Ft.	-				
Metal Parapet Rail #	Lin. Ft.	-				
sub total from sheet #2						270372
sub total from sheet #3						35000
sub total sheet #4 (TWB only)						2300
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 296872
Plus 20 Per Cent For Engineering & Contingencies 593
TOTAL COST $ 356

Sheet 2

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

PRELIMINARY

Bridge Name Vista Ridge Tunnel WB County Mult. Bridge No. 9103
Section and Station Sta 29+61 to 38+90 Highway
Estimate Made By W.J.O. Date 2-19-67 Checked By Date
Description

Estimate From (Strike out the ones which do not apply)
- No plans
- Sketch
- Completed plans; Drawing No.

Calculation Book No. Loading

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	–	–	–	–	
Structural Excavation ✓	Cu.Yd.	53,100	–	53,100	22.66	1,203,246
Excavation Below Elevation Shown	Cu.Yd.		–			
Untreated Timber Piling	Lin.Ft.		–			
Treated Timber Piling	Lin.Ft.		–			
Steel Piling	Lin.Ft.		–			
Prestr. Conc. Piling	Lin.Ft.		–			
Drive Timber Piling	Each		–			
Drive Steel Piling	Each		–			
Splice Steel Piles	Each		–			
Drive Prestressed Concrete Piling	Each		–			
Class "A" Concrete ✓	Cu.Yd.	12,900		12,900	66.00	851,400
Concrete	Cu.Yd.		–			
Metal Reinforcement ✓	Lbs.	440,200		440,200	.12	52,9[illegible]
Lumber	F.B.M.					
Structural A-36 Steel – ✓	Lbs.	1,252,000			.20	250,400
Structural Steel	Lbs.					
Prestr. Conc. Slabs	Each	–				
Prestr. Conc. Slabs	Each	–				
Prestr. Conc. Slabs	Each	–				
Prestr. Conc. Slabs	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Type Prestr. Conc. Beams	Each	–				
Metal Parapet Rail #	Lin.Ft.	–				
Metal Parapet Rail #	Lin.Ft.	–				
Ceiling Hangers	lbs	41,000	Lump Sum	—	→	47,[illegible]
Treated Timber Lagging	M-FBM	15,800		15.8	785	12,[illegible]
4" Std. Steel Pipe	Lin ft	1545		1545	7.94	12,[illegible]
6" " " "	Lin ft	1830		1830	6.7	12,[illegible]
Special Backfill	Cu Yd.	45		45	22.60	1017
3" [illegible] Pipe	Lin ft	1630		1630	3.46	5[illegible]
1" [illegible] conduit	Lin ft	[illegible]		[illegible]	.50	4[illegible]
1" [illegible]	Lin Ft.	3250		3250	[illegible]	6[illegible]
[illegible]	[illegible]	—	—	—	[illegible]	[illegible]
Removal of old Bridge	All	–	–	–	–	[illegible]
Maintenance of Traffic	All	–	–	– Plus	10%	245,1[illegible]

Subtotal 270[illegible]
Plus 10% Per Cent For Engineering & Contingencies
TOTAL COST $

Sheet 3

Sheet

Bridge Vista Ridge Tunnel

Calculated by W.J.Q. Date 7-20-67 9103

Wall @ East Portal of West bound

Assume same as wall #1.

Exc.	1530 cy	(2.0)	= $3060
Conc.	304 cy	(85.0)	= 25840
Re-bars	49,141 #	(.12)	= 5890
			$34790

Say $35,000

Re Vista Ridge tunnels
sheet 4

Len:

Couldn't find any conclusive previous estimates, however the following should be in the ball park.

	Lighting	Ventilation	Tile
TEB	$55,000 ①	$75,000 ②	$135,000 ③
TWB	$40,000	$55,000	$135,000

① Includes all controls for both tunnel lighting systems

② Includes CO controls for both tunnels

③ Based on $1.65/ft². Assumed approx same footage ea. tunnel

Dave

$3,800,000

RECEIVED
MAY 24 1967

F-U-318(11)

7122

May 24, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Oregon Project U-318(10)
Vista Ridge Tunnel
Future Considerations

Dear Sir:

Reference is made to your letter of May 9 concerning the handling of traffic between the new Sunset Interchange on I-405 and the Sunset Highway westerly of the tunnel.

We are actively engaged in working up plans to perform the necessary work and will advise you as soon as these have been completed.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
L. H. Young
D. J. Barbee

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U. S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 9, 1967

In reply refer to: 08-35-DA

5-10

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-318(10)
Vista Ridge Tunnel
Future Considerations

Work on the grading phase of the proposed tunnel is far advanced and it is expected that you have given some thought to the future paving of this section. Your latest schedule, however, does not indicate any expected work after November 30, 1967 in this area. The Eastbound Tunnel Section should be completed by September 1967, and the Stadium no later than October 1968. The Tunnel Section could probably be used on a temporary basis when the Stadium Section is finished; however, it would be imperative to complete the 18th Street undercrossing, tile the tunnel, pave the roadway, and provide for a semipermanent detour. This is a sizable amount of work and at best it appears that if work is not started this year or early next year, a layover of greater than two years might be expected. This is a sizable amount of money to be tied up for such a long period of time.

We would be interested to know your proposed schedule for the construction of the Westbound Tunnel. Its early construction may possibly prevent some costly construction revisions and/or corrections due to the blasting operations. There may be an economic advantage in having both tunnels to pave and tile under a single contract. The adjacent tunnel access should be relatively easy and drilling not too costly if the experience in the existing tunnel is representative.

You have made no contractural provisions for detour construction in this area that would provide a traffic connector from the Sunset Interchange on I-405 to the Sunset Highway westerly of the tunnel. In the interim period, how do you propose to facilitate traffic from the usable ramps of these routes?

Routing
E
Hendrick
Barbee
Trout
Scott
Litchfield
Olson

5-11-67

RECEIVED
1967
CONSTRUCTION

RECEIVED
MAY 10 1967
OFFICE OF
ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-205-7(4) Willamette R. (West Linn) Br. 1968
290 Sec. in West Linn. (Building
#7123 demolition & remodeling) [redacted]

#-7123.

STATE COPY

5

MONTHLY TRANSACTION NUMBER 12-40	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 30	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Clackamas & Multnomah
MODIFICATION NUMBER 9	(PPM 21-7) 12-15-72	PROJECT NUMBER I-205-7(4)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,810,170	$ 5,861,497
Federal Funds	$ 5,347,800	$ 5,400,000
Other revisions		

This modification is made for the following reasons:

Increase in cost for additional right of way.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15th day of December, 1972.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Oregon State Highway Division
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________ (Division Engineer)
G.L. Green

By ______________________

____
(Title)

By ______________________

____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal-Aid Project
No. I-205-7(4)290

CLACKAMAS RIVER-JCT. I-5 SECTION OF THE EAST PORTLAND FREEWAY (I-205) IN CLACKAMAS & WASHINGTON COUNTIES

Salem, Oregon, December 7, 1972

Revised Project Agreement Estimate.

Type Code R.O.W.
Rights of Way (Sta. 633+00 thru Equa. 879+33.85=910+00 to Sta. 1235+24.24)

Rights of Way	All Required	$5,281,458.00
	Subtotal	$5,281,458.00
	Acquisition Expense	523,042.00
	Total	$5,804,500.00

Relocation Assistance*

Displaced Persons (Prior to '68' Act	All Required	$ 25,680.00
Displace Persons (Under Prov. of '68' Act)	All Required	30,320.00
	Total	$ 56,000.00

Length of Project - - - - - - -10.841 miles

Type Code Y004
Building Demolition & Remodeling (Sta. 'L' 739+00 Left) (Contract 7123)

Removal & Demolition Work	All Required	$ 1,488.00
Salvage Credit	All Required	(2,529.00)
	Subtotal	$ (1,041.00)
	10% Engr. & Cont.	148.00
	Total	$ (893.00)

Type Code Y004
Building Demolition (Sta. 633+00 thru Equa. 879+33.85=910+00 to Sta. 1235+24.24)

Heard Const. Co. (Files 42974, 42976 and 43076)	All Required	$ 1,890.00
	Total	$ 1,890.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$5,804,500.00	$5,345,100.00	$459,400.00
Displaced Persons (Prior)	25,680.00	23,680.00	2,000.00
Displaced Persons (Under '68' Act)	30,320.00	30,320.00	-
Building Demolition (Cont. 7123)	(893.00)	(800.00)	(93.00)
Building Demolition	1,890.00	1,700.00	190.00
Total	$5,861,497.00	$5,400,000.00	$461,497.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes 603-2514
634-2514

*Relocation Assistance

156 families prior to '68' Act	$14,680
19 businesses prior to '68' Act	11,000
19 families under '68' Act	22,820
1 business under '68' Act	7,500
	$56,000

Washington County - $ 305,000
Clackamas County - $ 5,556,497

CLACKAMAS RIVER-JCT. I-5 SECTION

Project No. I-205-7(4)290

Additional files previously coded 'N' temporarily now considered R/W

File No.	Previous Estimate	Present Estimate
43906	-	$ 45,000
44127	-	6,300
	Increase	$ 51,300

Right of Way Present Estimate		$5,230,158.00
	Increase	51,300.00
	Subtotal	$5,281,458.00
	Acquisition Expense	523,042.00
	Total	$5,804,500.00

STATE COPY

MONTHLY TRANSACTION NUMBER 8-57	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
PROJECT REPORT NUMBER 29	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Clackamas & Multnomah
MODIFICATION NUMBER 8	(PPM 21-7) 7-17-72	PROJECT NUMBER I-205-7(4)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,756,997	$ 5,810,170
Federal Funds	$ 5,312,900	$ 5,347,800
Other revisions		

This modification is made for the following reasons:

Increase in cost of acquisition expense

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of August, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal Aid
Project No. I-205-7(4)290

CLACKAMAS RIVER-JCT. I-5 SECTION OF THE EAST PORTLAND FREEWAY (I-205) IN CLACKAMAS & WASHINGTON COUNTIES

Salem, Oregon, August 8, 1972

Revised Project Agreement Estimate.

Type Code R.O.W.
Rights of Way (Sta. 633+00 thru Equa. 879+33.85=910+00 to Sta. 1235+24.24)

Rights of Way	All Required	$5,230,158.00
	Subtotal	$5,230,158.00
	Acquisition Expense	523,015.00
	Total	$5,753,173.00

Relocation Assistance*

Displaced Persons (Prior to '68' Act)	All Required	$ 25,680.00
Displace Persons (Under Prov. of '68' Act)	All Required	30,320.00
	Total	$ 56,000.00

Length of Project - - - - - 10.841 miles

Type Code Y004
Building Demolition & Remodeling (Sta. 'L' 739+00 Left) (Contract 7123)

Removal & Demolition Work	All Required	$ 1,488.00
Salvage Credit	All Required	(2,529.00)
	Subtotal	$ (1,041.00)
	10% Engr. & Cont.	148.00
	Total	$ (893.00)

Type Code Y004
Building Demolition (Sta. 633+00 thru Equa. 879+33.85=910+00 to Sta. 1235+24.24)

Heard Const. Co. (Files 42974, 42976 and 43076)	All Required	$ 1,890.00
	Total	$ 1,890.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$5,753,173.00	$5,292,900.00	$460,273.00
Displaced Persons (Prior)	25,680.00	23,680.00	2,000.00
Displaced Persons (Under '68' Act)	30,320.00	30,320.00	-
Building Demolition (Cont. 7123)	(893.00)	(800.00)	(93.00)
Building Demolition	1,890.00	1,700.00	190.00
Total	$5,810,170.00	$5,347,800.00	$462,370.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes 603-2514
634-2514

*Relocation Assistance

156 families prior to '68' Act	$14,680
19 businesses prior to '68' Act	11,000
19 families under '68' Act	22,820
1 business under '68' Act	7,500
	$56,000

Washington County - $ 305,000
Clackamas County - $5,505,170

STATE COPY

Monthly transaction number 2-7	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 28	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas & Washington
Modification number 7	(PPM 21-7) 1-[illegible]-71	Project number I-205-7(4)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 21, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,456,997	$ 5,756,997
Federal funds	$ 5,033,500	$ 5,312,900
Other revisions		

This modification is made for the following reasons:

Increase in cost of right of way

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of January, 19 71.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid
Project No. I-205-7(4)290

CLACKAMAS RIVER - JCT. I-5 SECTION OF THE EAST PORTLAND FREEWAY (I-205) IN CLACKAMAS AND WASHINGTON COUNTIES

Salem, Oregon, January 28, 1971

Revised project agreement estimate.

Type Code R.O.W.
Rights of Way (Sta. 633+00 thru Equa. 879+33.85 = 910+00 to Sta. 1235+24.24)

Rights of Way	All Required	$5,230,158.00
	Subtotal	$5,230,158.00
	Acquisition Expense	469,842.00
	Total	$5,700,000.00

Relocation Assistance*

Displaced Persons (Prior to '68' Act)	All Required	$ 25,680.00
Displaced Persons (Under Provisions of '68' Act)	All Required	30,320.00
	Total	$ 56,000.00

Length of Project - - - - - 10.841 miles

Type Code Y004
Building Demolition & Remodeling (Sta. "L" 739+00 Left) (Contract 7123)

Removal and Demolition Work	All Required	$ 1,488.00
Salvage Credit	All Required	(2,529.00)
	Subtotal	$ (1,041.00)
	10% Engr. & Cont.	148.00
	Total	$ (893.00)

Type Code Y004
Building Demolition (Sta. 633+00 thru Equa. 879+33.85 = 910+00 to Sta. 1235+24.24)

Heard Const. Co. (Files 42976, 42974 & 43076)	All Required	$ 1,890.00
	Total	$ 1,890.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Right of Way	$5,700,000.00	$5,258,000.00	$442,000.00
Displaced Persons (Prior)	25,680.00	23,680.00	2,000.00
Displaced Persons (Under Prov. of '68' Act)	30,320.00	30,320.00	-
Building Demolition (Cont. 7123)	(893.00)	(800.00)	(93.00)
Building Demolition	1,890.00	1,700.00	190.00
Total	$5,756,997.00	$5,312,900.00	$444,097.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes 603-2514
634-2514

*Relocation Assistance

156	families prior to '68' Act	$14,680.00
19	businesses prior to '68' Act	11,000.00
19	families (under prov. of '68' Act)	22,820.00
1	business (under prov. of '68' Act)	7,500.00
		$56,000.00

Washington County	$ 305,000
Clackamas County	5,451,997

CLACKAMAS RIVER - I-5 SECTION

Project I-205-7(4)290

Increase in Cost of Right of Way

File	Previous Estimate	Present Estimate	Increase
36193	$176,500	$350,000	$173,500
41454	31,000	58,000	27,000
41457	-	31,140	31,140
41478	4,300	5,700	1,400
41676	27,825	43,000	15,175
		Increase	$248,215

Right of Way Cost Previous Estimate	$4,981,943.00
Increase	248,215.00
	$5,230,158.00
Acquisition Expense	469,842.00
Total	$5,700,000.00

STATE COPY

Monthly transaction number 8-7	FORM PR-[illegible] (10-68)	State Oregon
Project report number 28	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	County Clackamas & Washington
Modification number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-[illegible]-70	Project number I-205-7(4)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,260,996	$ 5,456,997
Federal funds	$ 4,855,500	$ 5,033,500
Other revisions		

This modification is made for the following reasons:

Increase in cost of right of way files and additional files.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30th day of July, 19 70.

Oregon State Highway Division
(Official name of Highway Department)

By F. Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
for R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. I-205-7(4)290

CLACKAMAS RIVER-JCT. I-5 SECTION OF THE EAST PORTLAND FREEWAY (I-205) IN CLACKAMAS & WASHINGTON COUNTIES

Salem, Oregon, July 20, 1970

Revised project agreement estimate

Type Code R.O.W.
Rights of Way (Sta. 633+00 thru Equa. 879+33.85 = 910+00 to Sta. 1235+24.24)

Rights of Way	All Required	$4,981,943.00
	Subtotal	4,981,943.00
	Acquisition Expense	418,057.00
	Total	$5,400,000.00

Relocation Assistance*

Displaced Persons (Prior to '68 Act)	All Required	$ 25,680.00
Displaced Persons (Under Prov. of '68 Act)	All Required	30,320.00
	Total	$ 56,000.00

Length of Project - - - - - - - - - - 10.841 miles

Type Code Y004
Building Demolition & Remodeling (Sta. "L" 739+00 Left) (Contract 7123)

Removal and Demolition Work	All Required	$ 1,488.00
Salvage Credit	All Required	(2,529.00)
	Subtotal	$ (1,041.00)
	10% Engr. & Cont.	148.00
	Total	$ (893.00)

Type Code Y004
Building Demolition (Sta. 633+00 thru Equa. 879+33.85 = 910+00 to Sta. 1235+24.24)

Heard Const. Co. (Files 42976, 42974 & 43076)	All Required	$ 1,890.00
	Total	$ 1,890.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Right of Way	$5,400,000.00	$4,978,600.00	$421,400.00
Displaced Persons (Prior)	25,680.00	23,680.00	2,000.00
Displaced Persons (Under Prov. of '68 Act)	30,320.00	30,320.00	-
Building Demolition (Cont. 7123)	(893.00)	(800.00)	(93.00)
Building Demolition	1,890.00	1,700.00	190.00
Total	$5,456,997.00	$5,033,500.00	$423,497.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes 603-2514
634-2514

*Relocation Assistance

156 families prior to '68 Act	$14,680.00
19 businesses prior to '68 Act	11,000.00
19 families (under Prov. of '68 Act)	22,820.00
1 business (under Prov. of '68 Act)	7,500.00
	$56,000.00

Washington County - $ 305,000.00
Clackamas County - 5,151,997.00

CLACKAMAS RIVER - I-5 SECTION
Project I-205-7(4)290

Increase in Cost of Right of Way Files & Additional Files

File	Previous Estimate	Present Estimate	Increase
41707	$60,000	$81,000	$21,000
42436	19,500	25,750	6,250
42946	-	19,490	19,490
42982	8,000	11,950	3,950
42985	35,000	62,400	27,400
42986	50	7,400	6,350
43703	3,500	33,000	29,500
43737	33,000	13,200	(19,800)
43902	-	7,040	7,040
44027	-	1,000	1,000
44028	-	4,200	4,200
44078	-	9,000	9,000
44127	-	6,300	6,300
44268	-	675	675
		Increase	$122,355

Right of Way Cost Previous Estimate	$4,859,588.00
Increase	122,355.00
	$4,981,943.00
Acquisition Expense	418,057.00
Total	$5,400,000.00

STATE COPY

Monthly transaction number 12-22	FO R-2A (REV. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	te Oregon
Project report number 27	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas Washington
Modification number 5	*(PPM 21-7)* 12-1-69	Project number I-205-7(4)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,703,492	$ 5,260,996.92
Federal funds	$ 4,339,300.00	$ 4,855,500.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of December, 19 69.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F Klaboe

Assistant State Highway Engineer
(Title)

By L. R. Buckland
(Division Engineer)

For: R. E. Simpson

By

(Title)

By

(Title)

Oregon State Highway Division

Federal-Aid
Project No. I-205-7(4)290

CLACKAMAS RIVER - JCT. I-5 SECTION OF THE EAST PORTLAND FREEWAY (I-205) IN CLACKAMAS AND WASHINGTON COUNTIES

Revised project agreement estimate.

Salem, Oregon, November 18, 1969

Type Code R.O.W.
Rights of Way (Sta. 633+00 Thru Equa. 879+33.85 = 910+00 to Sta. 1235+24.24)

Rights of Way	All Required	$4,859,588.00
	Subtotal	$4,859,588.00
	Acquisition Expense	344,412.00
	Total	$5,204,000.00

Relocation Assistance*

Displaced Persons (Prior to "68" Act)	All Required	$ 25,680.00
Displaced Persons (Under Prov. of "68" Act)	All Required	30,320.00
	Total	$ 56,000.00

Length of Project - - - 10.841 Miles

Type Code Y004
Building Demolition and Remodeling (Sta. "L" 739+00 Left)(Contract 7123)

Removal and Demolition Work	All Required	$ 1,488.00
Salvage Credit	All Required	(2,529.00)
	Subtotal	$ (1,041.00)
	10% Engr. & Cont.	148.00
	Total	$ (893.00)

Type Code Y004
Building Demolition (Sta. 633+00 Thru Equa. 879+33.85 = 910+00 to Sta. 1235+24.24)

Heard Const. Co. (Files 42976, 42974 and 43076)	All Required	$ 1,889.92
	Total	$ 1,889.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$5,204,000.00	$4,800,600.00	$403,400.00
Displaced Persons (Prior)	25,680.00	23,680.00	2,000.00
Displaced Persons (Under Prov. of "68" Act)	30,320.00	30,320.00	-
Building Demolition (Cont. 7123)	(893.00)	(800.00)	(93.00)
Building Demolition	1,889.92	1,700.00	189.92
Subtotal	$5,260,996.92	$4,855,500.00	$405,496.92
Retained in P.S. & E. Status			
Building Demolition	$ 13,110.08	$ 12,100.00	$ 1,010.08
	$5,274,107.00	$4,867,600.00	$406,507.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 603-2514
634-2514

*Relocation Assistance:

156 Families prior to "68" Act	$14,680.00
19 Businesses prior to "68" Act	11,000.00
19 Families (under Prov. of "68" Act)	22,820.00
1 Business (under Prov. of "68" Act)	7,500.00
	$56,000.00

Washington County = $ 280,000
Clackamas County = $4,994,107

CLACKAMAS RIVER - I-5 SECTION

PROJECT I-205-7(4)290

Increase in Cost of Right-of-Way Files and Additional Files

File	Previous Estimate	Present Estimate	Increase
40799	$ 2,750	$ 5,750	$ 3,000
41058	58,500	63,639	5,139
41059	13,000	36,000	23,000
41362	31,000	64,000	33,000
41378	48,675	57,000	8,325
41440	34,500	41,470	6,970
41454	23,000	31,000	8,000
41675	23,000	24,120	1,120
41678	12,000	15,000	3,000
41684	14,350	21,500	7,150
41685	20,000	55,000	35,000
41688	3,500	7,500	4,000
41694	25,325)	79,060	39,600
41695	14,135)		
41703	14,000	20,000	6,000
41710	9,750	14,500	4,750
41739	61,000	80,250	19,250
41744	14,275	20,700	6,425
41748	7,500	9,000	1,500
41760	1,850	4,000	2,150
41774	4,375	8,000	3,625
41777	9,250	10,717	1,467
41780	12,150	15,800	3,650
41791	28,000	30,925	2,925
41792	675	3,250	2,575
42354	1,260	3,500	2,240
42973	-	175	175
42974	-	16,000	16,000
42975	-	18,125	18,125
42976	-	8,500	8,500
42977	-	7,500	7,500
42978	-	50	50
42979	-	300	300
42980	-	16,500	16,500
42981	-	1,000	1,000
42982	-	8,000	8,000
42983	-	3,325	3,325
42984	-	2,800	2,800
42985	-	35,000	35,000
42986	-	50	50
42987	-	1,000	1,000
42998	-	50	50
42999	-	50	50
43000	-	1,250	1,250

CLACKAMAS RIVER - I-5 SECTION
(Continued)

File	Previous Estimate	Present Estimate	Increase
43074	$ -	$17,000	$ 17,000
43075	-	14,000	14,000
43076	-	6,500	6,500
43248	-	4,600	4,600
43249	-	5,000	5,000
43251	-	1,200	1,200
43252	-	4,200	4,200
43253	-	10,900	10,900
43254	-	130	130
43703	-	3,500	3,500
43737	-	33,000	33,000
		Increase	$453,566

Total Right-of-Way Cost Previous Estimate	$4,406,022.00
Increase	453,566.00
	$4,859,588.00
Acquisition Expense	344,412.00
Total	$5,204,000.00

C

Monthly transaction number 5-34	FC PR-2A (REV. 10-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 25	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas & Washington
Modification number 4	(PPM 21-7) 5-9-69	Project number I-205-7(4)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,699,492	$ 4,703,492
Federal funds	$ 4,335,300.00	$ 4,339,300.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include the estimated increase in cost for relocation assistance under provisions of the 1968 Highway Act.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of May, 19 69.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For: R. E. Simpson

Oregon State Highway Department

Federal Aid
Project No. I-205-7(4)290

CLACKAMAS RIVER-JCT. I-5 SECTION OF THE

E. PORTLAND FREEWAY (I-205) IN CLACKAMAS & WASHINGTON COUNTIES

Revised project agreement estimate.

Salem, Oregon, April 21, 1969

Type Code R.O.W.
Rights of Way (Sta. 633+00 thru Equa. 879+33.85 = 10+00 to Sta. 1235+24.24)

Rights of Way	All Required	$4,406,022.00
Subtotal		$4,406,022.00
Acquisition Expense		264,363.00
Total		$4,670,385.00

Relocation Assistance*

Displaced Persons (Prior to "68" Act)	All Required	$ 25,680.00
Displaced Persons (Under Prov. of "68" Act)	All Required	8,320.00
		$ 34,000.00

Length of Project - - - - - - - 10.841 Miles

Type Code Y004
Building Demolition & Remodeling (Sta. "L" 739+00 Left)(Contract 7123)

Removal and Demolition Work	All Required	$ 1,488.00
Salvage Credit	All Required	(2,529.00)
Subtotal		$ (1,041.00)
10% Engr. & Cont.		148.00
Total		$ (893.00)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$4,670,385.00	$4,308,100.00	$362,285.00
Displaced Persons (Prior)	25,680.00	23,680.00	2,000.00
Displaced Persons (Under Prov. of "68" Act)	8,320.00	8,320.00	-
Building Demolition	(893.00)	(800.00)	(93.00)
Subtotal	$4,703,492.00	$4,339,300.00	$364,192.00
Retained in P.S. & E. Status Building Demolition	15,000.00	13,800.00	1,200.00
Total	$4,718,492.00	$4,353,100.00	$365,392.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939;
State Funds for Maint.: Chap. 529, Laws 1939.

*Relocation Assistance:	156 families prior to "68" Act	$14,680.00
	19 businesses prior to "68" Act	11,000.00
	4 families under Prov. of "68" Act	820.00
	1 business under Prov. of "68" Act.	7,500.00
		$34,000.00

Prefixes 603-2514 - Grp. 1
634-2514 - Grp. 1

Relocation Assistance under "68" Act - Grp. 2

Washington County = $ 260,000.00
Clackamas County = 4,458,492.00

$4,718,492.00

Monthly transaction number 9-2	FO PR-2A (R 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number ~~24~~ 23	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Clackamas & Washington
Modification number 3	1-28-68	Project number I-205-7(4)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,857,507	$ 4,699,492
Federal funds	$ 3,548,900.00	$ 4,335,300.00
Other revisions		

This modification is made for the following reasons:

Revised project agreement to include the complete parcel by parcel estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of August, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Asst. State Highway Engineer
(Title)

By __________

(Title)

By __________

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G H Brooks
(Division Engineer)
for R. E. Simpson

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(4)290

CLACKAMAS RIVER-JCT. I-5 SECTION OF THE EAST PORTLAND FREEWAY (I-205) IN CLACKAMAS & WASHINGTON COUNTIES

Revised project agreement to include the complete parcel by parcel estimate.

Salem, Oregon, August 22, 1968

Type Code R.O.W.
Rights of Way (Sta. 633+00 Thru Equa. 879+33.85 = 910+00 Sta. 1235+26.24)

Right of Way	All Required	$4,406,022.00
Relocation Assistance*	All Required	30,000.00
		$4,436,022.00
	Acquisition Expense	264,363.00
	Total	$4,700,385.00

Length of Project - - 10.041 Miles

*Relocation Assistance -	160 Families -	$16,000.00
	20 Businesses	14,000.00
		$30,000.00

Type Code XOCA
Building Demolition and Remodeling (Sta. "L" 739+00 Left)(Contract 7123)

Removal and Demolition Work	All Required	$ 1,488.00
Salvage Credit	All Required	(2,529.00)
	Subtotal	$ (1,041.00)
	10% Engr. & Cont.	148.00
	Total	$ (893.00)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$4,700,385.00	$4,336,100.00	$364,285.00
Building Demolition	(893.00)	(800.00)	(93.00)
Subtotal	$4,699,492.00	$4,335,300.00	$364,192.00
Retained in F.H.W.A. Status			
Building Demolition	$ 15,000.00	$ 13,800.00	$ 1,200.00
Totals	$4,714,492.00	$4,349,100.00	$365,392.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939

Prefixes: 603-1098
603-2514
634-2514

Washington Co. =	$ 260,000 -
Clackamas Co. =	4,454,492 -

WILLAMETTE RIVER (WEST LINN) BR. SECTION

BUILDING REMODELING

State Work - Nonparticipating

Remodeling Work	All Required	$14,374.00
Utility Hookup (PGE)	All Required	1,300.00
		$15,674.00

Monthly transaction number 3-11	FOR[illegible]-2A (RE[illegible]-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	S[illegible] **Oregon**
Project report number 20	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Clackamas & Washington**
Modification number 2	(PPM 21-7) 2-27-68	Project number I-205-7(4)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, , 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,858,400	$ 3,857,507
Federal funds	$ 3,549,700.00	$ 3,548,900.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include the building demolition contract.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27 day of February, 1968.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L R Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klabo

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

USCOMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(4)290

CLACKAMAS RIVER-JCT. I-5 SECTION OF THE EAST PORTLAND FREEWAY (I-205) IN CLACKAMAS & WASHINGTON COUNTIES

Revised project agreement estimate to include the building demolition contract.

Salem, Oregon, February 16, 1968

Type Code R.O.W.
Rights of Way (Sta. 633+00 Thru Equa. 879+33.85 = 910+00 to Sta. 1235+24.24)

Right of Way	All Required	$3,646,100.00
Relocation Assistance*	All Required	30,000.00
		$3,676,100.00
	Acquisition Expense	182,300.00
	Total	$3,858,400.00

Length of Project - - 10.841 Miles

*Relocation Assistance = 160 Families = $16,000.00
20 Businesses 14,000.00
$30,000.00

Type Code Y014
Building Demolition and Remodeling (Sta. "L" 739+00 Left)(Contract 7123)

Removal and Demolition Work	All Required	$ 1,488.00
Salvage Credit	All Required	(2,529.00)
	Subtotal	$ (1,041.00)
	10% Engr. & Cont.	148.00
	Total	$ (893.00)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$3,858,400.00	$3,549,700.00	$308,700.00
Building Demolition	(893.00)	(800.00)	(93.00)
Subtotal	$3,857,507.00	$3,548,900.00	$308,607.00
Retained in P.S. & E. Status			
Right of Way	$1,387,493.00	$1,276,100.00	$111,393.00
Totals	$5,245,000.00	$4,825,000.00	$420,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 603-1098
603-2514
634-2514

WILLAMETTE RIVER (WEST LINN) BR. SECTION

BUILDING REMODELING

State Work - Nonparticipating

Remodeling Work	All Required	$14,374.00
Utility Hookup (PGE)	All Required	1,300.00
		$15,674.00

Monthly transaction number 1-57	FORM 2A (REV 8) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	St Oregon
Project report number 18	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas & Washington
Modification number 1	(PPM 21-7) 1-16-68	Project number I-205-7(4)290

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 19 6~~8~~7 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,592,625	$ 3,858,400
Federal funds	$ 1,465,000.00	$ 3,549,700.00
Other revisions		

The Project Agreement is revised to show effective date of authorization for Incidental costs and Relocation assistance as 3-30-66 rather than 3-30-67.

This modification is made for the following reasons:

Based on revised estimate including additional right of way costs.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of January, 19 68.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L.R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

US COMM-DC 26364-P65

Oregon State Highway Dep ment

Federal-Aid
P ect No. I-205-7(4)290

CLACKAMAS RIVER-JCT. I-5 SECTION OF THE EAST BANK FREEWAY (I-205) IN CLACKAMAS & WASHINGTON COUNTIES

Revised project agreement estimate.

Salem, Oregon, January 3, 1968

Type Code R.C.E.
Rights of Way (Sta. 633+00 thru Eqns. 879+33.85=910+00 to Sta. 1235+24.24)

Right of Way	All Required	$3,646,100.00
Relocation Assistance*	All Required	30,000.00
		$3,676,100.00
	Acquisition Expense	182,300.00
	Total	$3,858,400.00

Length of Project - - - - - - 10.841 miles

Summary of Funds

Description			State Funds
Right of Way	$3,858,400.00	$3,549,700.00	$308,700.00
Retained in PE & R Status			
Right of Way	1,386,600.00	1,275,300.00	111,300.00
Totals	$5,245,000.00	$4,825,000.00	$420,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

*Relocation Assistance = 160 families = $16,000.00
20 businesses = 14,000.00
$30,000.00

C

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 8-90	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-22-67	COUNTY Clackamas & Washington
PROJECT REPORT NO. 15		PROJECT NO. I-205-7(4)290

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Clackamas River-Jct. I-5 Section

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING			▨
PRELIMINARY ENGINEERING			
RIGHTS-OF-WAY	Initial Authorization Subsequent Authorizations	4-14-66 Various	▨
CONSTRUCTION			
OTHER (Specify)	Incidental costs Relocations assistance	3-30-67 3-30-67	

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS Pro Rata
$ 1,592,625	$ 1,465,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By LRBacklund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 22, 1967

Oregon State Highway Dep ment

Federal-Aid
ject No. I-205-7(4)290

CLACKAMAS RIVER–JCT. I-5 SECTION OF THE
EAST BANK FREEWAY (I-205) IN CLACKAMAS & WASHINGTON COUNTIES

Project agreement estimate.

Salem, Oregon, August 21, 1967

Type Code R.O.W.
Right of Way (Sta. 633+00 thru Eqn. 879+33.85 = 910+00 to Sta. 1235+24.24)

Right of Way	All Required	$1,474,175.00
Relocation Assistance*	All Required	30,000.00
		$1,504,175.00
	Acquisition Expense	88,450.00
	Total	$1,592,625.00

Length of Project - - - - - - - - - - - 10.841 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$1,592,625.00	$1,465,000.00	$127,625.00
Retained in PS & E Status			
Right of Way	3,652,375.00	3,360,000.00	292,375.00
Totals	$5,245,000.00	$4,825,000.00	$420,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

*Relocation Assistance – 160 Families – $16,000.00
20 Businesses – 14,000.00
$30,000.00

RECEIVED
MAR 12 1969

3-1[illegible]-7

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION
NO. [illegible]

FOR [illegible]

STATE [illegible]	COUNTY Clackamas
PROJECT NO. I-205-[illegible]370	STATE CONTROL SECTION OR PROJECT NO. West Linn-Pacific Highway

I-205-[illegible]-70

1123

TO: [illegible] Cooper, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
MAR 1[illegible] 1969
OFFICE OF
[illegible]

D. H. Moehring, OSHD — M. R. Mitchell, OSHD
1. [illegible], OSHD — Project File
2. [illegible] — Fin. File
3. [illegible] — Accounts

ITEMS IDENTIFIED BELOW ☐ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

NOTED
F. B. KLABOE

INELIGIBLE $ ____________
(IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. 35-69-PIN-9 NOW ELIGIBLE.
REFERENCE: File 41684 - De Neui (L-5786). Required documentation submitted 2-20-69 by G. E. Rohde's letter. $21,500.00 now considered Participating.

REMARKS:

Young
3-12

SIGNATURE	TITLE	DATE
L. R. Backlund	Administrative Manager	3-10-69

*STRIKEOVER IF NOT APPLICABLE

GPO 937-262

RECEIVED
AUG 15 1968
Region
Wash DC
Sch Engr
FOR

7-29-68

AU OF PUBLIC ROAD

FINAL C STRUCTION INSPECTION REPORT AND FINAL REPORT

(PPM 20-6.1)

ac

REGION NO. 8	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 7-29-68	REPORT MADE BY W. N. Bryant, Asst Area Engr		PROJECT NO. I-205-7(4)290
COMPLETION DATE 4-12-68	ACCEPTANCE DATE BY CONTRACTING AGENCY 7-18-68	TIME ELAPSED 50 cal days	APPROVED EXTENSION(S) None
CONTRACT TIME 50 cal days	LOCATION Near Broadway Ave. and West "A" Street in the city of West Linn.		

I-205-7(4)290

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

NOTED

orig to Morgan 8-6-68

WILLAMETTE RIVER (WEST LINN) BRIDGE SECTION
EAST PORTLAND FREEWAY
Building Demolition and Remodeling

The work completed under this project consisted of the demolishing and remodeling of a portion of the West Cliff apartment building in the city of West Linn. Federal participation was limited to the cost of cutting off the building and demoliching that portion within the right of way. The contractor bid $1488 for the removal and demolition work and $2529 for salvage credit which resulted in an overall savings of $893 to the Government.

Work began on February 14, 1968 and was completed except for some minor cleanup on April 12, 1968. The final cleanup was completed on April 19, 1968. A final construction inspection was made on April 22, 1968 at which time the project was considered acceptable except for some minor cleanup which was completed the same date. There was no increase or decrease in the bid amount of $13,333.00 since all items were at a lump sum price.

(more)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Original signed by
H. A. SCHELL
H. A. Schell
Area Engineer

Acceptance of the project is recommended.

Original signed by
Glen L. Green
Engineering Coordinator

Project Accepted 7-29-68
Date

R. E. Simpson
Division Engineer

During the life of the contract the State approved three subcontracts, in the total amount of $7,481.00 or approximately 47% of the contract amount. It was administratively determined on April 15, 1968 that only the work items, $15,862, (not salvage items) should be considered as the total contract amount for subcontracting purposes.

Only one price agreement was necessary. Price Agreement No. 1 approved March 11, 1968 covered a revision in the planned water service with no change in the contract price.

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1968

FOR FILING

I-205-7(4), 290

7123

July 19, 1968

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

Contract No. 7123 awarded to F. G. Scott Construction Company for building demolition and remodeling on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County was completed on April 12, 1968, and accepted by the Highway Commission on July 18, 1968.

Final payment in the amount of $1,534.15 will be made payable to the contractor but mailed to Commercial Bank, P. O. Box 428, Salem, Oregon, after July 26, 1968. The total contract amount is $13,333.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc F. G. Scott Construction Company
5274 7th Avenue, N. E.
Salem, Oregon 97303

Commercial Bank
P. O. Box 428
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 19 1968

FOR FILING

I-205-7(4) 270

7123

July 18, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed April 12, 1968, on Contract No. 7123. The contract was with F. G. Scott Construction Company and was for building demolition and remodeling on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 18, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
E. H. Maison
Ivan Merchant
L. H. Young
L. W. Rulien

srb fn

I-205-7(4)290
7123

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willamette River (West Linn) Bridge

WEEK ENDING: April 20, 1968

SECTION PREFIX: 603-1098

HIGHWAY: East Portland Freeway

COUNTY: Clackamas

NAME OF JOB: West Cliff Manor Apartments

KIND OF WORK: Building Demolition and Remodeling

CONTRACTOR: F. O. Scott Construction Company

CONTRACT NUMBER: 7123

FEDERAL AID PROJECT NUMBER: I-205-7(4)290

DATE OF CONTRACT: February 9, 1968

DATE WORK STARTED: February 14, 1968

COMPLETION DATE: April 12, 1968

AVERAGE FORCE ON PROJECT FOR THE WEEK: 2

MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 50

CALENDAR DAYS USED 50

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $16,754.78

EXCLUSIVE OF ENGINEERING: $16,291.48

ENGINEERING AUTHORIZATION $1463.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $15,291.48

ENGINEERING COST TO DATE $825.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION 56 %

DATE PROJECT WAS COMPLETED: April 12, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	[illegible]							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Cldy - Showers			
MONDAY 15	Cldy - Showers			
TUESDAY 16	Ptly Cldy - Cool			
WEDNESDAY 17	Ptly Cldy - Warm			
THURSDAY 18	Cldy - Showers			
FRIDAY 19	Cldy - Showers			
SATURDAY 20				

Routing

Morgan	Foster
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
1968
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

14 SUNDAY	
15 MONDAY	Cleanup project site, remove project signs, and remove construction shack
16 TUESDAY	
17 WEDNESDAY	
18 THURSDAY	
19 FRIDAY	
20 SATURDAY	

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 22 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

REMARKS

STATUS: Project complete except for final inspection

THIS IS THE LAST WEEKLY REPORT

SIGNED J H Wilson J. H. Wilson LOCATION West Linn

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM 2-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
APR 25 1968

F. Cooper

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-205-7(4)290

April 16, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 7123
Prefix 603-1098
FAP I-205-7(4)290

Dear Sir:

All work under Contract No. 7123, Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County, was completed on April 12, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 4/22/68

Conditions noted on above date:
Minor Cleanup necessary

R. E. Simpson
Division Engineer

to: Forrest Cooper
L. H. Young

NOTED
REFERRED TO
F. B. KLABOE
BY ASST STATE HWY. ENGR.

RECEIVED
APR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F Cooper

FORM 2-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 1968

I-205-7(4)290
[illegible]

April 16, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 7123
Prefix 603-1098
FAP I-205-7(4)290

Dear Sir:

All work under Contract No. 7123, Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County, was completed on April 12, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 4/22/68

Conditions noted on above date:
Minor Cleanup necessary
Kas

for
R. E. Simpson
Division Engineer

to: Forrest Cooper
L. H. Young

NOTED
REFERRED TO
F. B. KLABOE
By Asst State Hwy. Engr.

RECEIVED
APR 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 26 1968

UNITED STATES GOVERNMENT

Memorandum

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 COTTAGE ST. NE - SALEM, ORE. 97301

I-205-7(4)290

DATE: FEBRUARY 20, 1968

In reply refer to: 08-35-EC

TO : MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

713

A. W. Parsons

FROM : A. W. PARSONS, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT I-205-7(4)290
WILLAMETTE RIVER (WEST LINN) BRIDGE
BUILDING DEMOLITION AND REMODELING PROJECT

AS REQUESTED IN MR. YOUNG'S LETTER OF FEBRUARY 13, 1968 ADVISING THAT ALL RIGHTS OF WAY OR RIGHTS OF ENTRY AND ACCESS RIGHTS HAVE BEEN ACQUIRED FOR THE ABOVE PROJECT, WE HEREBY CONCUR AS OF FEBRUARY 2, 1968 IN THE AWARD OF CONTRACT NO. 7123 TO F. G. SCOTT CONSTRUCTION COMPANY OF SALEM, OREGON, LOW BIDDER IN THE AMOUNT OF $13,333.00 AT THE FEBRUARY 1, 1968 BID OPENING.

2·26·68
REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
FEB 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
FEB 13 1968
FOR FILING

I-205-7(4)290
7123

February 9, 1968

F. G. Scott Construction Co.
5274 7th Avenue N. E.
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7123 for $13,333 awarded to you by the State Highway Commission on February 9, 1968. This contract is for building demolition and remodeling on the Willamette River (West Linn) Bridge Section of the East Portland Freeway in Clackamas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 23, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. W. Rulien
J. X. Wilson

RECEIVED
JAN 24 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(4)290

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 16, 1968

In reply refer to: 08-35-EC

TO : 71 23 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Bill Brooks

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(4)290
Willamette River (West Linn) Bridge
Building Demolition and Remodeling Project

PS&E documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. Mr. Young's January 15, 1968 request and certifying statements are accepted. A signed copy of the title sheet is returned herewith. Advertising period of 2 weeks is accepted for this project, as being in the public interest.

Right of Way and Utilities: Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved as indicated in Mr. Oak's and Mr. Litchfield's January 12, 1968 and November 6, 1967 reports.

Enclosure
Title Sheet

orig to Young w/enc.
copies to Oakes
Litchfield
1-23-68

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

R. L. Porter

DEC 14 1967

FOR FILING

I-205-7(4)290

7123

SP°23011-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1967

SUBJECT: File No. 41381-NOT, Inc.
Clackamas River-West Linn Section
East Portland Freeway
Clackamas County

To: Mr. C. H. Maison
Controller

ACCOUNTING DIVISION

The above property contains an apartment house, part of which will have to be demolished for the Willamette River-West Linn bridge contract.

As the State is purchasing the entire property it will be possible to salvage approximately ten apartment units if we let a contract to cut the building, rebuild the exterior wall, and revamp the utility system.

We have requested an architect to give us his proposal to draw the necessary plans and inspect the progress of the work. Copies of this proposal are enclosed.

Under the present contracting schedule it will be necessary to have the right of way clear by March 1, 1968. Consequently, Mr. Porter has suggested that we give this proposal to you and that you arrange with Finance and Administration to get early approval of the architect's proposal so that we may let a contract as soon as possible.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:CS
cc: R. L. Porter ✓
G. E. Rohde
John K. Scott
W. H. Haskin

NOTED
R. L. PORTER

RECEIVED
DEC 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1967

Form [illegible] (4-67)
UNITED STATES GOVERNMENT
Memorandum

FOR FILING
I-205-7(4)290
7123

Moehring

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: December 5, 1967
In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(4)290
Interstate 5 to Clackamas River Section
File41381, L-5645 - Norris and Tippet

Assistant Right of Way Engineer John R. Oakes' letter of November 28, 1967 advises that the State Highway Department intends to negotiate and file condemnation on the Norris and Tippet property on the basis of an entire taking. Although Mr. Oakes' letter does not request an answer from this office, we wish to comment on the procedure to be followed in letting a contract for demolishing the improvements that presently occupy the proposed right of way. Federal participation covering building demolition was authorized on June 9, 1967. We understand that the demolition will be accomplished by State contract in accordance with your Right of Way Policies and Procedures. It would be proper that you request Federal participation in the cost of cutting off the building at the right of way line and demolishing the portion that lies within the right of way. Federal funds should be credited for any salvage that might accrue to the project from the portion of the building within the right of way.

It is the State's responsibility to secure the proper number of appraisals and make a review appraisal which will support the value of the taking plus damages to the remainder as a basis for Federal participation. As you are aware, Federal funds could not participate in the acquisition of the excess property which is not needed for the Interstate right of way.

F. B. KLABOE

orig to Moehring 12-6-67
copy to Young 12-7-67

RECEIVED
DEC 6 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1967
FOR FILING

I-205-7(4)290

7/123

Form CD-121 (11-63) (Pres. by A.O. 206-10)
UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 9, 1967

In reply refer to: 08-355-EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-205-7(4)290
Junction I-5 to Clackamas River
Building Demolition

You are authorized to proceed with the actual building demolition by State contract as requested by Mr. Young's June 6, 1967 letter for the subject project effective today. This Stage 2 authorization is granted under the conditions of paragraph 6e of PPM 21-4.1 at a total estimated cost of $16,000.

6-13-67
REFERRED TO
Young - Moehring
By Asst. State Hwy. Engr.

RECEIVED
JUN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 5 - 1967

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(10)290
7123

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 31, 1967

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's May 17, 1967 letter requested a minor program change on the following project. The addition of "Building Demolition by State Contract" (R/W) is hereby approved effective this date:

Item	Project	Location	Work	Add
443	I-205-7(4)290	Jct. I-5 to Clackamas Rv.	R/W	Bldg. Demo.

It is understood that no increase in total estimated cost of this project is necessary at this time.

Young
6-2-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 18 1967
[illegible]

Fred W. Hill, Member
[illegible]

I-205-7(4)290
7123

May 17, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

I-205-7(4)290
Jct. I-5 — Clackamas Riv.
(R. O. W.)

Dear Sir:

We hereby request your approval of a minor program change to add the following to the character of proposed work on the above project:

Add: Building Demolition by State Contract
Right of way item.

We are enclosing a copy of Mr. J. R. Oakes' letter of May 12, 1967, setting forth the estimated cost for the proposed demolition work; however, no increase in total cost or Federal funds for the project as presently programmed is anticipated by the addition of the above work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosures

cc: R. N. Chase
J. R. Oakes
W. H. Haskin
M. Mitchell

CL:ia

I-405-8(16) Fremont Br. Section of the 1968
303 Stadium Frwy. in Ptld. (Bridge
#7124 pier const. & street reloc.) #2

C4H 3459
RR 654

#7124

State of Oregon Highway Department
c/o Mr. L. H. Young, Office Engineer
Salem, Oregon 97310

COPY

Portland, Oregon September 3 19 71

Registered in
August 1971

To **PORTLAND TERMINAL RAILROAD COMPANY** DR;
Remit to Treasurer, 211 Union Station, Portland, Oregon 97209.

For Delayed billing for Legal Services pertaining to further handling and closings concerning property involved in Stadium Freeway.

TOTAL AMOUNT OF THIS BILL $1,210.00

COPY

COPY

COPY

COPY

COPY

Approved 11-17-75
ASST. STATE HWY. ENGR.

COPY

11-17-75
orig. to Finance

Credit to	Amount
709-8 - Accounts Recollectible State of Oregon Highway Dept.	1,210.00

For further information address:
Comptroller,
Portland Terminal Railroad Company
211 Union Station
Portland, Oregon 97209

NOV .

cut 7124

From the desk of:
H. Scott Coulter

11-12-75

Jim Lindsey –
Will this suffice
for FHWA and the
auditors?

HSC

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter

DATE: November 3, 1975

FROM: Jack L. Sollis JLS

SUBJECT: Claim for Attorney Fees by Donald H. Burnett
Attorney for Portland Terminal Railroad Company

The work that Mr. Burnett performed for Portland Terminal Railroad Company was in connection with Contract No. 7124 and it appears in the documentation that he has submitted that these expenses would be legitimate expenses incurred by the railroad because of the highway project.

I would therefore suggest that the payment be processed and the amount forwarded to Mr. Bullivant.

I would also make an effort to get federal participation in this on the same basis that we got participation in the prior attorney fees, however, the project may be closed.

JLS:ch;hg

REFER TO Utilities Section -
By Asst. State Hwy. Engr.
Your recommendation about
F.A. participation
HSC

RECEIVED
NOV 3 1975
Office of
Assistant State Highway Engineer

ATTORNEY GENERAL

DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
XXXXXXXXXXXXXXXXXXXX
SALEM. OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

November 3, 1975

Mr. Donald H. Burnett
Bullivant, Wright, Leedy, Johnson,
Pendergrass & Hoffman
Attorneys at Law
500 Pacific Building
Portland, OR 97204

NOTED
E. S. HUNTER

295-H

Dear Mr. Burnett

This will acknowledge your letter of October 28, 1975, and I am pleased to advise you that we will process for payment the amount of $1,210.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

cc - H. S. Coulter

RECEIVED
STATE HWY ENGR
NOV 4 '75
REFER TO
11-3-75
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
NOV 3 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

BULLIVANT, WRIGHT, LEEDY, JOHNSON, PENDERGRASS & HOFFMAN
(PENDERGRASS, SPACKMAN, BULLIVANT & WRIGHT)

ATTORNEYS AT LAW
500 PACIFIC BUILDING
PORTLAND, OREGON 97204
(503) 228-6351

R. R. BULLIVANT
CHARLES E. WRIGHT
ROBERT A. LEEDY
DARREL L. JOHNSON
WALTER H. PENDERGRASS
JACK L. HOFFMAN
DOUGLAS G. HOUSER
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RICHARD H. WERSCHKUL
THOMAS A. GORDON

V. V. PENDERGRASS
HUGH L. BARZEE
CLIFFORD E. ZOLLINGER
OF COUNSEL

CHAS. R. SPACKMAN, JR. (1896-1968)

October 28, 1975

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Claim of Portland Terminal Railroad Company; Stadium Freeway, Pier 2W, Fremont Bridge, Contract No. 7124

Dear Mr. Hunter:

I am writing in reply to your letter of August 29, 1975. The file in this matter had been placed in dead storage and it took some time to retrieve it. However, we have now done so, and there is enclosed herewith a chronological summary of the further services rendered by this office after our original bill. You will note that these additional services went on for over three years and were primarily concerned with coordinating the street vacation by the City of Portland, the required property exchanges and easements and, lastly, an exchange between the Portland Terminal Railroad and the SP&S (now part of the Burlington Northern) to "square off" their property lines after the track rearrangement, property exchanges, street vacation and easements. These three years of services are the items covered by the additional statement of $1,210, the original statement for $1,450, which was reimbursed, having covered the period through March 15, 1968.

RECEIVED
OCT 29 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 30 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	O/R	Sign	Act	File
		✓				

I believe this itemization should establish clearly that the services were required because of the pier project, that the amount charged is reasonable, and that the Portland Terminal Railroad Company's right to be reimbursed is clear.

Very truly yours,

Donald H. Burnett

Donald H. Burnett

DHB/jo
Enclosure

Form 4

PORTLAND TERMINAL RAILROAD COMPANY

OFFICE OF COMPTROLLER

R. C. CRAW
Comptroller

PORTLAND, OREGON 97209

IN YOUR REPLY PLEASE REFER
TO NO. B/C 64808

September 20, 1971

Approved 11/12/75
Asst. State Hwy. Engr.

Mr. T. W. Litchfield
314 State Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to our Audit Bill No. 64808, September 3, 1971, August 1971 accounts, in amount of $1,210.00, for delayed billing for legal services pertaining to further handling and closings concerning property involved in Stadium Freeway.

In further explanation of such action, the charges billed in this instance are supplemental to the original handling of agreements by our attorney between the State of Oregon, the S. P. & S. Railway Company and the Portland Terminal Railroad Company and entailed legal service to provide documents and ageeements effecting the transfer of partial Block 16, Couch's Addition, from the S.P.& S. Railway to the State of Oregon and Portland Terminal Railroad Company; also, time spent by legal counsel conferring and meeting with City and State legal departments to effect proper vacation of N. W. Thurman St. and 14th Avenue, Portland, adjacent to partial Block 16 and preparing quit claim deeds from P.T.R.R. to S.P. & S. and S.P.& S. Rly. Co. to Portland Terminal Railroad Company.

Yours truly,

R C Craw
Comptroller

cc: R. L. Thomas

Copy to Jess Jones
9-21-71

Routing
Morgan
Decker
Bond
[illegible]
Boehme
Johnson

RECEIVED
SEP 21 1971
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Portland Terminal Railroad Company/Stadium Freeway;
Chronological Description of legal services rendered
4/1/68 to 4/8/71

April 1, 1968	Correspondence to J.H. Jones re File T-2;
April 3, 1968	Correspondence from J.H. Jones, Enclosure of file copies of two fully executed documents;
April 5, 1968	Correspondence to J.H. Jones, return of copies of documents;
June 26, 1968	Copy of correspondence from J.H. Jones re request for arrangements on vacation procedure;
June 28, 1968	Copy of Correspondence from Jack Sollis re acquisition of SP &S Railway in Block 16;
July 3, 1968	Copy of Correspondence from J.H. Jones re order of procedure in property exchange;
July 10, 1968	Copy of Correspondence from Jack Sollis re re intention to follow sequence set forth in letter agreement;
August 29, 1969	Copy of Correspondence from Jack Sollis; Easements, Quitclaim deed;
September 3, 1969	Correspondence from J.H. Jones requesting examination of offered documents;
September 11, 1969	Memo to file re Grade Crossing Vacation;
September 12, 1969	Correspondence to J.H. Jones re Quitclaim deed;
September 12, 1969	Correspondence to Jack Sollis re vacation proceedings;
September 17, 1969	Correspondence to J.H. Jones re Quitclaim deed;
September 19, 1969	Copy of Correspondence from J.H. Jones re comments on documents; State Highway Dept. Plan;
September 23, 1969	Correspondence to Jack Sollis re Error in previous letter;
October 29, 1969	Copy of Correspondence from Jack Sollis re vacating of old grade crossing;
November 3, 1969	Memo to file; Quitclaim deed and Easement;
November 10, 1969	Correspondence to J.H. jones re vacation proceedings, enclosures of Exhibits A & B;

November 11, 1969	Memo to file re Sollis' letter;
November 19, 1969	Correspondance and comments from R.L. Thomas;
December 4, 1969	Memo to file re Property Matters, confirmation of recent conversation;
December 12, 1969	Memo to file re changes in handling of transactions;
January 12, 1970	Copy of Correspondence from Jack Sollis to Office of City Engineer re vacations of old grade crossings;
January 14, 1970	Correspondence to J.H. Jones re File T-2, Fremont Bridge Section, Enclosure of letter from State Highway Division;
January 21, 1970	Copy of Correspondence from J.H. Jones to Portland Terminal Railroad Company President;
January 21, 1970	Answer from J.H. Jones;
January 26, 1970	Correspondence to Office of City Engineer re Files 35105, 35106;
February 6, 1970	Correspondence from J.H. Jones re previous letter re land transactions and comments of Messers Kilborn, Baker and Davies;
March 16, 1970	Copy of Correspondence from J.H. Jones to Jack Sollis re desired changes in reservations made in documents;
April 15, 1970	Ordinance 130743;
April 27, 1970	Memo to file re ordinance;
April 30, 1970	Correspondence from J.H. Jones re verification of descriptions and conditions of ordinance;
May 12, 1970	Correspondence to Jack Sollis, Re: Files 35105, 35106;
June 1, 1970	Correspondence from Jack Sollis, Revised Draft of Easements;
June 5, 1970	Correspondence to Jack Sollis re Files;
June 12,1970	Correspondence from Jack SOllis, Original Easement from PTR Co. to State Highway Commision;
June 19, 1970	Answer to J.H. Jones, Memo to file re "Exhibit B";

July 2, 1970	Correspondence from J.H. Jones, Enclosure of fully executed documents;
July 3, 1970	Correspondence to Jack Sollis, Enclosure of fully executed original of PTR Co.'s Easement in favor of the State of Oregon;
September 11, 1970	Correspondence to Jack Sollis, request on status of matter pertaining to Highway Commision's execution of deed to the Terminal Company;
September 15, 1970	Answer from Jack Sollis, Quitclaim deed, Easement;
September 16, 1970	Correspondence to J.H. Jones, Enclosure of Quitclaim deed;
October 2, 1970	Correspondence from J.H. Jones re Error in Preamble;
October 16, 1970	Correspondence from J.H. Jones, Enclosure of Property Descriptions;
October 20, 1970	Correspondence to J.H. Jones re Error;
November 3, 1970	Correspondence from J.H. Jones requesting drawing up two Quirclaim forms to be exchanged by PTRR and SP&S;
December 4, 1970	Correspondence to J.H. Jones, Enclosure of Deeds concluding transaction;
December 11, 1970	Correspondence from J.H. Jones;
December 14, 1970	Reply to J.H. Jones, Enclosures and Correction;
April 8, 1971	Correspondence from J.H. Jones, Enclosure of fully executed Quitclaim deed;

7135 13

102.H

August 29, 1975

Mr. Donald H. Burnett
Bullivant, Wright, Leedy,
Johnson, Pendergrass & Hoffman
Attorneys at Law
500 Pacific Building
Portland, OR 97204

Dear Mr. Burnett:

This will acknowledge your August 25 letter indicating you are preparing a detailed statement describing the services rendered to the Portland Terminal Railroad Company in regard to our Stadium Freeway Contract No. 7124.

Upon receipt of the statement, we will review and respond further.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
Jack Sollis (enc.)

CTK:ia ja

BULLIVANT, WRIGHT, LEEDY, JOHNSON, PENDERGRASS & HOFFMAN
(PENDERGRASS, SPACKMAN, BULLIVANT & WRIGHT)
ATTORNEYS AT LAW
500 PACIFIC BUILDING
PORTLAND, OREGON 97204
(503) 228-6351

R. R. BULLIVANT
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THOMAS A. GORDON

V. V. PENDERGRASS
HUGH L. BARZEE
CLIFFORD E. ZOLLINGER
OF COUNSEL

CHAS. R. SPACKMAN, JR. (1896-1968)

August 25, 1975

RECEIVED
STATE HWY ENGR
AUG 26 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Claim of Portland Terminal Railroad
Company; Stadium Freeway, Pier 2W,
Fremont Bridge, Contract No. 7124

Dear Mr. Hunter:

Thank you for your letter of August 4, 1975. I can appreciate your desire to have documentary evidence that the services billed for having actually been rendered, but am at something of a loss to know exactly how to satisfy the request. Mr. Jack Sollis of your legal staff and myself have been working on this matter for some time. We have, I think, established fairly clearly how the Division came to assume that what was actually an interim bill was a final bill. The obligation of the Division to reimburse the Terminal Company for all legal expenses necessarily and reasonably incurred as a result of the pier construction is clear under the contract, and the fact that an interim bill was mistakenly assumed to be a final one does not relieve the Department of its obligations.

In my experience to date, an attorney's bill, if reasonably descriptive of the services performed, is ordinarily considered sufficient documentation of a claim for those services.

However, I have reviewed our statement to the Terminal Company of January 11, 1971, and note that the portion relating to the additional services on the Stadium

Freeway is not at all detailed. There is a reason for this relating to the way in which our statements to the Terminal Company were handled at that time. Essentially, they were orally reviewed with our office by attorneys for the owning lines. Since then we have begun to supply the Terminal Company with more detailed written statements of basically the same type we render to clients in general.

I would suggest, therefore, that a reasonable place to start in this matter would be for me to prepare a detailed statement fully describing the services rendered. I will do so and forward a copy to you shortly. I hope that will enable you to conclude that the services were indeed necessarily incurred as a result of the pier construction and that the amount charged therefor is reasonable.

Very truly yours,

Donald H. Burnett

Donald H. Burnett

DHB/jo

1124 8

August 4, 1975

53-H

Mr. Donald H. Burnett
Bullivant, Wright, Leedy, Johnson,
  Pendergrass & Hoffman
Attorneys at Law
500 Pacific Building
Portland, OR 97204

Dear Mr. Burnett:

Claim of Portland Terminal
Railroad Company; Stadium
Freeway, Pier 2W, Fremont
Bridge, Contract No. 7124

A review of our file indicates that early in 1968 an agreement was signed by the Portland Terminal Railroad Company and the State Highway Commission (predecessor to the Oregon Transportation Commission) to compensate the Railroad for the track revisions, et cetera, involved in the relocation of the grade crossing near N. W. 14th and Thurman. The estimated cost of this reimbursement was indicated to be $21,076. In June of that year the Railroad revised their estimate, adding some other items of expense, and advised that the cost would be about $34,008.

This revised estimate stated that one of the items overlooked previously was the attorney fees involved in the transaction which they then estimated could amount to $1,450. After some justifying of the need for these fees, approval was received from the Bureau of Public Roads (predecessor to the Federal Highway Administration) for federal participation in this expense. The project was completed that year and the Railroad was paid in accordance with the billing we received, including $1,450 for attorney fees.

Three years later we received correspondence from the Railroad requesting an additional $1,210 for legal fees pertaining to further handling and closing in conjunction with the project. After exchange of several letters, our

Assistant Attorney General advised the Railroad that unless they could provide us with documentary evidence that the $1,450 previously paid did not cover the $1,210 for which we were then being billed, he could not recommend payment of the $1,210.

Our files are silent for over three years until receipt of your recent correspondence again requesting payment of what we presume to be the same $1,210. When you furnish us the documentary evidence previously requested, then we will be in a position to determine the validity of these costs.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc: F. B. Klaboe
H. S. Coulter
Jack Sollis

HSC:ia dpy

BULLIVANT, WRIGHT, LEEDY, JOHNSON, PENDERGRASS & HOFFMAN
(PENDERGRASS, SPACKMAN, BULLIVANT & WRIGHT)
ATTORNEYS AT LAW
500 PACIFIC BUILDING
PORTLAND, OREGON 97204
(503) 228-6351

R. R. BULLIVANT
CHARLES E. WRIGHT
ROBERT A. LEEDY
DARREL L. JOHNSON
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JACK L. HOFFMAN
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JAMES L. KNOLL
I. FRANKLIN HUNSAKER
ROBERT J. STRASSER
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RICHARD H. WERSCHKUL
THOMAS A. GORDON

V. V. PENDERGRASS
HUGH L. BARZEE
CLIFFORD E. ZOLLINGER
OF COUNSEL

CHAS. R. SPACKMAN, JR. (1896-1968)

July 25, 1975

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Highway Division
307 Highway Building
Salem, Oregon 97310

Re: Claim of Portland Terminal Railroad Company; Stadium Freeway, Pier 2W, Fremont Bridge, Contract No. 7124

Dear Sirs:

We represent Portland Terminal Railroad Company. The Highway Division of the Department of Transportation is indebted to the Company in the amount of $1,210 for reimbursable costs under the above-referenced contract which it has, to date, refused to pay.

If the sum due is not paid in full within twenty (20) days after your receipt of this letter, we will initiate legal action in an appropriate court to recover the same, together with costs and expenses of such action.

Very truly yours,

Donald H. Burnett

Donald H. Burnett

DHB/jo
cc: Mr. Jack L. Solis

ESH

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JUL 29 1975
Office of
Assistant State Highway Engineer

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STATE HWY ENGR
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FOR

Info	Inves	R/D	D/R	Sign	Act	File
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LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL
WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

January 25, 1972

Portland Terminal Railroad Company
Legal Department
527 Pacific Bldg.
Portland, Oregon 97204

Attention: Mr. R. R. Bullivant

Re: Attorney Fees
14th and Thurman Street Crossing
Fremont Bridge Section
Stadium Freeway, Multnomah County

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Dear Mr. Bullivant:

In reply to your letter of January 10, 1972, I have fully reviewed the work sheets involving the Portland Terminal Railroad Company and the Oregon State Highway Division relative to the relocation of tracks and the exchange of property.

The initial estimates submitted by Portland Terminal Railroad Company on June 17, 1968 included an amount of $1,450 for attorney fees for land exchange agreements. In checking with the work sheet for payment by the Oregon State Highway Division, included along with labor, materials, equipment rental, health and welfare, was an item of legal services, conferences, negotiations, legal opinions, investigating and drafting the agreements, $1,450. This was paid to the Portland Terminal Railroad Company. The additional billing of $1,210 has not yet, in my opinion, been substantiated by the railroad company. I realize that the negotiations took place over a long period of time, but I also recall that the great share of the work as regards the abandonment of the 14th and Thurman Grade Crossing and the preparation of the material for submission to the City of Portland was done by the State. Unless you can provide us with documentary evidence that the $1,450 did not cover the $1,210 for which we are now being billed, I must recommend to the Highway Division that this item not be paid.

If you have any further questions regarding this matter, please do not hesitate to contact me.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg

cc: T. W. Litchfield
Jess Jones

Salem, Oregon
January 21, 1972

Mr. Jack L. Sollis
Assistant Attorney General
BUILDING

Additional Attorney Fees
14th and Thurman Street Grade Crossing
Fremont Bridge Section
Pier 2W
Stadium Freeway
Multnomah County
Project No. I-405-8(16)303
Contract No. 7124
R/W No. 35106

Attached you will find a letter dated January 10, 1972, from Mr. R. R. Bullivant, Attorney for the Portland Terminal Railroad Company, which attempts to explain the reason for the additional $1,210 in legal fees which has been charged to the Portland Terminal Railroad by Pendergrass, Spackman, Bullivant and Wright for their service required for the above captioned project.

You will also find attached a copy of material from our Accounting File which includes a bill from the railroad in the amount of $29,249.56, dated August 13, 1968. Included in this bill was the figure of $1,450 for legal services. This became a subject of question between the State and the Federal Highway Administration, but this was resolved and the FHWA agreed to participate in this cost. According to Jess Jones, the entire cost of work performed by railroad forces was paid on October 22, 1968.

You will also find attached for your information, a letter dated June 17, 1968, from Mr. R. L. Thomas of the Portland Terminal Railroad Company to our Resident Engineer R. E. Shotwell to which is attached a revised estimate for work to be performed by railroad forces. The item for attorney fees in the amount of $1,450 appears in this estimate as well.

In light of our discussions regarding the appropriateness of this additional $1,210 charge, I am referring this January 10 letter of Mr. Bullivant's to you for reply. Please provide me with a copy of your response to Mr. Bullivant.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosures
cc: Jess Jones

Form 18

PORTLAND TERMINAL RAILROAD COMPANY

LEGAL DEPARTMENT
527 PACIFIC BUILDING

R. R. BULLIVANT
Attorney

PORTLAND, OREGON 97204

January 10, 1972

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CONSTRUCTION
DIVISION

Mr. T. W. Litchfield
Railroad & Utility Engineer
Utility Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Attorneys Fees 14th & Thurman Street Crossing
Fremont Bridge Section
Stadium Freeway, Multnomah County

Dear Mr. Litchfield:

Pursuant to my letter to Mr. R. C. Craw, Comptroller of the Portland Terminal Railroad Company, dated October 13, 1971, a copy of which you received, I have reviewed my file in this matter to see if I can determine approximately how much time was extended in preparing the Quitclaim Deeds between the Portland Terminal Railroad Company and Spokane, Portland & Seattle Railroad Company, which were the final step in this long and complicated transaction.

The file indicates that I requested the necessary property descriptions in September, of 1970, and they were forwarded to me in October of 1970. From October of 1970 until the file was closed my time sheets indicate that a total of four hours and fifteen minutes were charged. Not all of this time, however, was related to the PTR-SP&S Deeds. There was an error in the Deed from the State to the Portland Terminal Railroad Company which had to be analyzed and corrected, and this was also done during that period of time. I can only assume that approximately two hours were expended in preparing the PTR-SP&S Quitclaim Deeds, forwarding them, approving them as to execution, and following out on their recording.

In addition, I wish to reiterate most strongly the point I have previously made: The railroads involved had operated with the property lines as they were prior to the State highway condemnation for decades, and could have gone on doing so indefinitely in the future. The PTR-SP&S Deeds were the necessary last step to square off the ownerships in the area involved because of the way the property reverted to abutting ownerships when the existing street was vacated. They were an integral part of a rearrangement made necessary solely by the freeway construction. Their preparation was just as much a part of the legal expense caused for the Portland Terminal Railroad Company by this transaction as was the expense attributable to any other portion of the work done by my office. I do not feel that any reduction of the submitted statement for the minor amount of time expended in preparation of these Deeds is in order.

Very truly yours,

R R Bullivant

R. R. Bullivant,
Attorney

RRB:ori
cc: Mr. R. C. Craw

UTILITY UNIT

Phone 378-6511

October 7, 1971

Portland Terminal Railroad Company
Room 209, Union Station
Portland, Oregon 97209

ATTENTION: Mr. R. C. Craw
Comptroller

Re: Attorney Fees
14th and Thurman Street Crossing
Fremont Bridge Section
Stadium Fresway
Multnomah County
Project No. 405-8(16)303
Your File: B/C 64808

Gentlemen:

We have received your letter dated October 5, 1971, to which was attached Mr. R. R. Bullivant's letter dated October 4, 1971, pertaining to the hourly breakdown of his time spent on the above captioned subject.

The information contained in Mr. Bullivant's October 4 letter is not sufficient for the State to pay the $1,210.00 fee contained in your Audit Bill No. 64808.

Therefore, if you would please forward a copy of Mr. Bullivant's hours spent in performing this legal service, we will be able to process your bill for payment.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: R. E. Simpson w/copy of letters
J. L. Sollis "
Jess Jones "

SUBJECT

Form 4

PORTLAND TERMINAL RAILROAD COMPANY

OFFICE OF COMPTROLLER

R. C. CRAW
Comptroller

IN YOUR REPLY PLEASE REFER
TO NO. B/C 64808

PORTLAND, OREGON 97209

October 5, 1971

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CONSTRUCTION
DIVISION

Mr. T. W. Litchfield
Railroad & Utility Engineer
Utility Unit Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Referring to your letter of September 27, 1971, file: Attorney Fees, 14th & Thurman Street Grade Crossing, Fremont Bridge Section, Stadium Freeway, Multnomah County, Project No. I-405-8(16)303, in which you asked that we obtain a copy of our attorney's statement of hours spent in performing legal service to our Company supporting our Bills Collectible 64808.

Enclosed herewith is a letter from our attorney, R. R. Bullivant, dated October 4, 1971 referring to this matter, which is self-explanatory.

Hopefully, with the receipt of this information, you will be in a position to approve our Bill No. 64808 for payment.

Yours truly,

R C Craw

Comptroller

Encl.
cc: JHJ

Form 18

PO[illegible]LAND TERMINAL RAILROAD COM[illegible]Y

LEGAL DEPARTMENT
527 PACIFIC BUILDING
PORTLAND, OREGON 97204

R. R. BULLIVANT
Attorney

R. C. C.
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OCT 6 1971
CONSTRUCTION DIVISION

October 4, 1971

R. C. Craw, Comptroller
Portland Terminal Railroad Company
Room 209, Union Station
Portland, Oregon 97204

Re: Stadium Freeway;
Time Breakdown on Legal Expenses

Dear Mr. Craw:

Your letter of September 29, 1971, advises that before the Oregon State Highway Division will reimburse the Terminal Company for the $1,210.00 in legal expense on this transaction which was included on my statement of January 11, 1971, it desires to have a breakdown on the hours charged.

My files indicate that the referenced charge covered services rendered in this transaction from March 15, 1968 through December 31, 1970. The time charged in the billing for that period with respect to this project was 35 hours and 15 minutes.

Your letter also requests that I provide you with a paid statement indicating the hours spent. The only statement I actually issued was that of January 11, 1971, which included charges for various services rendered in addition to this one, and which do not involve the State Highway Division. My statement of January 11, 1971, has, of course, been paid in full including the $1,210.00 charged with respect to this project.

Rather than preparing a post-facto statement different from the one actually rendered, I would prefer that you first forward a copy of this letter to the State Highway Division and see if it will not serve their purposes.

Very truly yours,

R R Bullivant

R. R. Bullivant,
Attorney

RRB:ori
Enclosure
cc: J. H. Jones

UTILITY U T

Phone 378-6511

September 27, 1971

Portland Terminal Railroad Company
Room 209
Union Station
Portland, Oregon 97209

ATTENTION: Mr. R. C. Craw
Comptroller

Re: Attorney Fees
14th and Thurman Street Grade Crossing
Fremont Bridge Section
Stadium Freeway
Multnomah County
Project No. I-405-8(16)303
Your File: B/C 64808

Gentlemen:

We have received your letter dated September 20, 1971, wherein you indicate that the above captioned bill for legal fees covers work performed by your attorneys to provide documents and agreements consummating the dealings with the Spokane, Portland and Seattle Railway Company and the City of Portland at the above captioned grade crossing.

Before we may process your bill in the amount of $1,210.00, we must have a copy of your attorneys' statement of hours spent in performing this legal service.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: J. L. Sollis w/copy of letter
Jess Jones
R. E. Simpson "

SUBJECT

Form 4

P TLAND TERMINAL RAILROAD COMPANY

OFFICE OF COMPTROLLER

R. C. CRAW
Comptroller

PORTLAND, OREGON 97209

IN YOUR REPLY PLEASE REFER TO NO. B/C 64808

September 20, 1971

Mr. T. W. Litchfield
314 State Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to our Audit Bill No. 64808, September 3, 1971, August 1971 accounts, in amount of $1,210.00, for delayed billing for legal services pertaining to further handling and closings concerning property involved in Stadium Freeway.

In further explanation of such action, the charges billed in this instance are supplemental to the original handling of agreements by our attorney between the State of Oregon, the S. P. & S. Railway Company and the Portland Terminal Railroad Company and entailed legal service to provide documents and ageeements effecting the transfer of partial Block 16, Couch's Addition, from the S.P.& S. Railway to the State of Oregon and Portland Terminal Railroad Company; also, time spent by legal counsel conferring and meeting with City and State legal departments to effect proper vacation of N. W. Thurman St. and 14th Avenue, Portland, adjacent to partial Block 16 and preparing quit claim deeds from P.T.R.R. to S.P. & S. and S.P.& S. Rly. Co. to Portland Terminal Railroad Company.

Yours truly,

RCCraw
Comptroller

cc: R. L. Thomas

COPY TO JESS JONES
9-21

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477 Cottage St. NE. - Salem OR 97301
August 5, 1968

08-35-EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

R. E. Simpson, Division Engineer
Salem, Oregon

Original signed by
Glen L. Green
Engineering Coordinator

Oregon Project I-405-8(16)303
Fremont Bridge Section
Portland Terminal Railroad Company Adjustment

Our July 11 memorandum set aside our participation for the estimate item "attorney fees" in this adjustment. Mr. Litchfield's July 31 letter has furnished sufficient information to justify this item as qualifying under Paragraph 4a of PPM 30-3. Therefore, you may code this item as participating.

cc:
OSHD (Litchfield)
OSHD (Chase)

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CONSTRUCTION
DIVISION

July 31, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Attorney Fees
14th & Thurman Street
Grade Crossing
Fremont Bridge Section
Pier 2W
Stadium Freeway
Multnomah County
Project No. I-405-8 (16) 303

Dear Sir:

This is in reply to your letter of July 11, 1968 wherein you indicated the eligibility of the attorneys fees as set forth in the Portland Terminal Railroad Company's letter to Mr. Shotwell dated June 17, 1968 would be coded non-participating until its eligibility could be supported.

Attached you will find two copies of a letter from the Portland Terminal Railroad Company dated July 25, 1968 explaining the need for the attorneys services and attaching a copy of the attorney's bill which was submitted to the Railroad.

It appears that this expenditure by the Railroad was a legitimate expense and as a direct result of the State's work and therefore should be eligible for federal participation. We now submit this for your review and approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure

cc: F.B. Klaboe
V. L. Gallagher (2) (w/attach.)

FORM 2

PORTLAND TERMINAL RAILROAD COMPANY

OFFICE OF MANAGER

J. H. JONES
Manager

ROOM 209 UNION STATION
PORTLAND, OREGON 97209

July 25, 1968

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Mr. F. D. Morgan, Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. J. W. Litchfield

Re: Revised estimate for railroad work
14th and Thurman Street, Fremont
Street Bridge Section, Stadium
Freeway, Project No. I-405-8(16) 303
Contract No. 7124

Gentlemen:

Your question concerning our inclusion of attorney's fees in the amount of $1450.00 for the land exchange agreements:

Attached is a copy of a bill against the Portland Terminal Railroad Company from the law firm of Pendergrass, Spackman, Bullivant and Wright detailing the charge.

The land involved in the exchange was of very minor value; however, it soon became evident that because of the multiplicity of ownerships (four railroad companies), and the divergent views of each as to how the matter should be handled, that considerable research, consultations, correspondence, negotiations, etc., would be involved and Mr. Bullivant informed me that he would be unable to handle this matter for the small monthly retainer he receives from the Terminal Company and that he would expect additional compensation. I agreed to this as it was apparent to me that lacking a Land Department as such within our company the resolution of the problem could go on indefinately causing considerable delay to the Highway Department's project which I did not wish to see happen.

I trust this explanation will meet with your approval.

Yours truly,

J H Jones
Manager

cc: RCC

[illegible]

PENDERGRASS, SPACKMAN, BULLIVANT & WRIGHT
ATTORNEYS AT LAW
PACIFIC BUILDING
PORTLAND, OREGON 97204
TELEPHONE 228-6351 AREA CODE 503

March 25, 1968

Portland Terminal Railroad Company
Union Station
Portland, Oregon 97209

Re: Stadium Freeway 14th Street Crossing

Legal services, May, 1967, to date, in conferences, negotiations, legal opinions, investigation and drafting of agreements involving City of Portland, other carriers and State Highway Department resulting from Stadium Freeway crossing at 14th Street. The principal portions of this concerned rights of way and title to sewer and sewer easement, title to tract of land to be vacated and agreements with Highway Department for construction and title to property...	$ 1,450.00

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UNITED STATES GOVERNMENT

Memorandum

Mason

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 11, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405 8(16)303 Fremont Bridge
Portland Terminal Railroad

Our March 1, 1968 memorandum authorized you to proceed with this Railroad's work at a total estimated cost of $21,076. Mr. Cartwright's June 25 letter has submitted for approval a revised estimate for $34,008.

All items of the revised estimate appear satisfactory except the Attorney's fee for land exchange agreements. The eligibility of this fee will have to be determined after examination of the exact work undertaken. As shown on the estimate neither PPM 30-3 nor PPM 80-1 would allow reimbursement. We suggest this fee be coded nonparticipating until its eligibility can be supported.

Orig. to
Mason
7-12-68

7-16-68

REFERRED TO
Young - Litchfield
BY ASST STATE HWY. ENGR

RECEIVED
JUL 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

June 25, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Revised Estimate of Cost
Relocation of Portland Terminal
Railroad Company Facilities
Fremont Bridge Piers
Stadium Freeway I-405
Multnomah County
Project No. I-405-8 (16) 303

Dear Sir:

Reference is made to Mr. L. H. Young's letter, dated February 27, 1968, which transmitted the agreement between the State and Portland Terminal Railroad Co. containing, as Exhibit "C", an estimate for the cost of relocating the railroad's facilities. Reference is also made to your letter of March 1, 1968 which approved the estimate and authorized the State to proceed with the railroad work.

Enclosed you will find two (2) copies of a revised estimate from Portland Terminal Railroad Company for the relocation of their facilities as outlined in the above-mentioned agreement. The revised estimate was submitted upon request from Mr. Robert E. Shotwell, Resident Bridge Engineer, when it became apparent that the railroad would overrun their original estimate. The revised estimate contains an explanation for the overrun of the original estimate.

Your approval of the revised estimate and confirmation of your authorization to proceed with the workas of March 1, 1968, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Julius Cartwright

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

EnclRuth Klaboe

I. D. Merchant
L. H. Young w/Encl.

NOTED
M. CARTWRIGHT

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 21, 1968

To: Mr. T. W. Litchfield
Utilities Liaison Engr.
State Highway Building
Salem, Oregon

SUBJECT: Revised Estimate from
Portland Terminal Railroad Co.
Fremont Bridge Piers
Stadium Freeway I-405
Multnomah County

Herewith a revised estimate from Portland Terminal Railroad Co. for relocation of their facilities on subject project. Also included are explanations for the revision and a concurring letter from Robert E. Shotwell, Resident Bridge Engineer.

Jack Hesla

Jack Hesla
Field Utilities Liaison Engineer

JH:lh

Enc

cc: A. E. Johnson
Robert E. Shotwell

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FORM E-30 8M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97227
June 19, 1968

SUBJECT: Railroad Estimate
Fremont Bridge Piers
Contract No. 7124
Bridge No. 2529
Prefix No. 626-1095
F.A.P. No. I-405-8(16)303

To:
Jack Hesla
Field Utilities Liaison Engineer
5821 N.E. Glisan Street
Portland, Oregon 97213

I have enclosed two (2) copies of a revised estimate of work done by Portland Terminal Railroad Company. This revision was requested by me when it was apparent they were overrunning their original estimate. I have no knowledge of the disposition of the Attorneys fees. The reasons listed in the estimate are consistent with our observations of the work as it progressed. The drains mentioned were discussed with me prior to their installation and were necessary for satisfactorily disposing of surface water run-off.

Very Truly yours,

RE Shotwell

Robert E. Shotwell
Resident Bridge Engineer

RES:rsr

CC: A.E. Johnson
Files.

Form 2

PORTLAND TERMINAL RAILROAD COMPANY

OFFICE OF MANAGER

J. H. JONES
Manager

R.L.Thomas
Engineer

ROOM 209 UNION STATION
PORTLAND OREGON 97209

RECEIVED
JUN 18 1968
ROBERT E. SHOTWELL
RESIDENT BRIDGE ENGINEER

June 17, 1968

File

Mr. R. E. Shotwell
State Highway Department
900 N. Stanton St.
Portland, Oregon 97227

Dear Sir:

Per your request attached is a revised estimate of costs to the Portland Terminal Railroad that are recollectable from the State Highway Department account of the relocation of the grade crossing at N. W. 14th Avenue caused by the location of the Fremont Street Bridge on the Stadium Freeway.

Total estimate is $34,008 which compares to the original estimate figure of $21,076.

The principal items of over-run and the amount of over-run are as follows:

(1)	$2800	Excavate old pavement.
(2)	1450	Attorney's fee for land exchange agreements.
(3)	4600	Track work labor.
(4)	1100	Ballast-crushed rock
(5)	1000	Surface drainage
	$10950	

Regarding the above items:

(1) Old pavement unexpectedly turned out to be approximately 20" thick including an underlying 12 inch thick reinforced concrete slab. We experienced extreme difficulty in removing the pavement and some of the equipment we rented proved unsatisfactory.

(2) Attorney's fees were overlooked and not entered in the original estimate.

(3) Additional track labor was required account all of the three tracks in the new crossing were raised; whereas I had contemplated raising only one track in my original estimate. This required considerable more track raising and reballasting than originally planned. However, undoubtedly, the original estimate was considerably low.

(4) Considerably more ballast was required than planned for account of the additional track raise noted in item (3) above and, additionally, we were requested by your people to fill the between track areas up to the blacktop subgrade.

(5) We installed four surface drainage inlets which were not provided for in my original estimate. Also, this work was delayed by trains standing for extended periods on the tracks adjacent to the trench location. One inlet form was driven into by the pavers truck and had to be replaced in its entirety.

Very truly yours,

R. L.

Engineer

cc: JHJ
RCC

REVISED ESTIMATE OF COST TO RELOCATE 14TH AVENUE GRADE CROSSING ACCOUNT OF LOCATION OF FREMONT STREET BRIDGE.

(1)	Engineering	$ 154
(2)	Excavation (track) by contractor	425
(3)	Ballast crushed rock	1775
(4)	Rail	950
(5)	Ties (4 sets switch ties 14 Mbm)	2041
(6)	Other track material	1886
(7)	Track labor (relocate 4 turnouts and prepare three tracks for new grade crossing.)	17267
(8)	Signal work	3000
(9)	Drainage	1453
(10)	Excavate and remove old paving	3607
(11)	Attorney's fees for land exchange agreements.	1450
	Total	$34008

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: March 1, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Div Engr, by R. M. Arenz, Acting Div Engr
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge
Portland Terminal Railroad

Our February 1, 1968 railroad agreement memorandum approved the Portland Terminal Railroad agreement, but withheld authorization to proceed with the work pending our receipt of (1) the executed agreement, (2) Railroad approval of plan and (3) the Railroad estimate.

Mr. Young's February 27, 1968 letter furnished an estimate with an executed agreement, and Mr. Litchfield's February 26 letter provided copies of the Railroad's February 26 letter approving the plans.

We have reviewed the estimate and find it satisfactory for use as an actual cost basis of total estimated cost of $21,076. Several items are noted "contract", therefore, we find the contract method satisfactory if necessary. Item 8 provides for the paving of 210 square yards by the City of Portland. The eligibility of this work should be examined.

You are authorized to proceed with the railroad work effective today under the provisions of PPM 30-3 dated October 15, 1966.

Litchfield
Merchant

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MAR - 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Chew

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 29, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the March 5 meeting agreements with the Portland Terminal Railroad Company and with the Portland Terminal Railroad Company and the Spokane, Portland & Seattle Railway Company providing for the construction of the west approach to the Fremont Bridge on the Stadium Freeway in Portland.

The construction agreement with the Portland Terminal Railroad Company provides for the State to relocate the existing grade crossing near 14th Street and Thurman Avenue and to reimburse the Railroad for the necessary track revisions and other track work required by the construction of the new grade crossing. It also requires the State to reimburse the Railroad for the removal of the existing grade crossing. The total estimated cost for this work is $21,076. This agreement further obligates the State to assist the Portland Terminal Railroad Company to obtain from the City the vacation of the existing grade crossing. The State must also acquire from the Spokane, Portland & Seattle Railway Company the portion of the existing grade crossing over which the Portland Terminal Railroad Company tracks now pass and convey this property to the Portland Terminal Railroad Company. The Portland Terminal Railroad Company will, for the consideration of $1 and this property, grant the State easements over its property for the bridge, the grade crossing, and the storm sewer (presently constructed).

Routing

Morgan
Decker
Bond
Barbee
Walker
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Pease
Morelock
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Scott
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CONSTRUCTION
DIVISION

The agreement with the Portland Terminal Railroad Company and the Spokane, Portland & Seattle Railway Company provides for the procedure required to acquire the Spokane, Portland & Seattle Railway Company property which must be conveyed to the Portland Terminal Railroad Company.

We recommend your approval.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc:
Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan ✓
L. H. Young
A. E. Johnson

1314 B

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter) Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 11	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT June 6, 1975	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-405-8(28)303
COMPLETION DATE May 5, 1973	ACCEPTANCE DATE BY CONTRACT AGENCY August 15, 1973	TIME ELAPSED NA %	CONTRACT TIME Spec. Comp. Date July 15, 1972
APPROVED EXTENSIONS Comp. Date to 4-1-73	LOCATION Northwest Portland, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

COPY SENT
JUN 10 1975
Washington

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WEST FREMONT INTERCHANGE, UNIT 2
STADIUM FREEWAY
Grading, Paving, Structures, Signing and Illumination

The project was completed at a total final cost of $3,560,412.46 (including engineering) representing a 4.2 percent underrun from the total authorization. A statement of individual overruns and underruns is on file with the Division copy of this report.

The purpose of this project was to provide a temporary connection from the East Fremont Interchange (I-405) to the local street system until the permanent placement of the I-505 spur is determined. It is anticipated that this connection will be in operation for some time in the future.

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JUN 11 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

6-11-75
cy Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C T Christianson C. T. Christianson		SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 6-6-75	TITLE District Engineer	DATE 6-10-75

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7214.

6

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 24, 1975

SUBJECT: East & West Fremont Int.
Paint Claim

To: Mr. Marion Craft
Asst Metro Engr

OFFICE

Next week (April 28- May 2) Mr. Charles Lobaugh and I are scheduled for another trip to Vancouver, BC. to hopefully complete the examination of Canron Ltd's records. This work is required by the current litigation now in progress on both the West and East Fremont Interchange projects. We would appreciate approval of OUT OF STATE EXPENSES for both of us for the following estimated amount:

Meals	$100
Lodging	200
Misc	20
	$320

We will travel with our attorney, Mr. Les Hampton, who will make the transportation arrangements.

J D Howard
John D. Howard
Resident Engineer

JDH:tla

cc: C. Lobaugh

4/29 to Johnson
[illegible]
Filed

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STATE HWY ENGR
APR 28 '75
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FOR
Info Inves R/D D-R Sign Act File

Approved - Marion Craft
Metro Cost Engr.
4-25-75

APPROVED
F B Klaboe
STATE HIGHWAY ENGINEER
DATE: 4-28-75

SP*52475-734

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7124

1-2-73

SUMMARY OF 1972 CLAIM REVIEW BOARD ACTIVITIES

The Board met 13 times during the year and seven of these meetings were with contractors to hear claims presented in the total amount of $539,619. The largest of these concerned the Fremont Bridge Piers and this claim had been pending since 1970 meeting with the contractor.

The remaining six claims were all new presentations. At the end of the year, the Board had taken a position on all of them and has no unfinished business before it at the present time.

Three claims were denied in their entirety.

Settlements were secured on three claims. Total amounts specifically claimed on these three was $82,572. Compromise agreements were reached on these three claims totaling $45,407 or 55 percent of the amounts originally claimed. A list of the 1972 claims is attached.

Contractors chose to carry two of the claims from the year previous (1971) on into court actions. The Fountain Slide claim trial was held in 1972 and the State's position was upheld in that the court allowed the contractor nothing. The Wilsonville (Lord Bros.) claim has been filed in court with a trial expected some time in 1973.

Since its first meeting in October, 1967, the Claims Board has heard disputes involving 38 highway contracts.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.
cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. I. Lindas
V. E. Skoog

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STATE HWY ENGR
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1972 CONTRACT CLAIMS
SUBMITTED TO CLAIMS REVIEW BOARD

Contract Number	Section	Claim Amount
7124	Fremont Bridge Piers (2nd presentation)	$242,922.69
	Denied. (carried over from 1970).	
7610	Eastside (Isthmus Slough) Bridge	Wanted a force account basis to finish plus $6,967.77 for added work.
	Settled for pro-rated steel tonnage correction = $7,530.66 + $6,967.77 as requested.	
7555	Longview Interchange Section	$ 62,388.18
	Compromise settlement for $30,000 plus time extension.	
7323	Sunset Highway-Beaverton	$143,087.00
	Denied	
7627	Nehalem Bay State Park	$ 13,216.00
	Settlement for $8,439 and terminate contract.	
7366	McAlister Lane U'Xing	$ 40,281.68
	Paid $429.83 on one part; denied rest.	
7577	Siletz River (Kernville) Bridge	$ 30,756.08
	Denied.	

JAB:fw
January 8, 1973

7124

5

I-405-8(16)

FORM E-20-X 12-67 [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1973

SUBJECT: Alaska Request for
Information
Fremont Bridge Pier Claim
Contract No. 7124

To: Jack Sollis
Assistant Attorney General

John A. Bond

FROM: John A. Bond
Construction Administration Engineer

Recently an engineer from the Alaska Department of Highways, Mr. Ted Niemiec, visited my office and wanted to discuss the general subject of contract claims including some perspectives on how many of them we have these days, how we handle them, and what some of the problems are.

It developed he had a particular interest in our contract relationship with the Peter Kiewit Sons' Company. I cited the several projects in recent years which this Company has performed for the State and my recollection of a large and serious claim on only one, the subject contract. Mr. Niemiec then requested copies of some of the pertinent material on this claim. Apparently he was seeking some pattern of strategy or behavior on the part of this contractor as to how he develops claims. I responded to Mr. Niemiec that we would probably cooperate all that we legitimately could with another state on such a matter, but I asked that he make his request in writing and also advised him that I would seek a review and consent of our own legal counsel before forwarding any information. Mr. Niemiec has now made the request in writing as shown by the attached November 16 letter from him and I have reviewed the claim file and compiled what I believe to be the information he seeks. All this along with a draft of a reply to Mr. Niemiec is attached. I believe all the information copied here is available in several different files around the Highway Division. I also believe the contractor either has or has had access to all of it also. I have heard from two different informal sources that the contractor has dropped the claim. You will note the last formal correspondence was over a year and a half ago.

Please give us your opinion on sending this. Please make any changes or additions in the letter that you think proper.

JAB:fr
Attach.
cc: H. S. Coulter

ROUGH DRAFT
December 3, 1973

Mr. T. J. Niemiec
Project Engineer
State of Alaska
2301 Peger Road
Fairbanks, Alaska 99701

Re: Project S-0670 (14)
Eagle Summit-Central

Dear Mr. Niemiec:

In response to your November 16 letter, I have reviewed our claim file on the Fremont Bridge pier claim which was submitted by Peter Kiewit Sons' Company. I am enclosing the following material from our files:

10-17-68 - Memo to the Files by Assistant Metro Engineer, Ed Hardt

10-18-68 - Letter notice of the claim from P.K.S.

9-24-69 - Letter from Ronald C. Johansen of P.K.S.

5-28-70 - Letter from Richard Geary of P.K.S. making specific claim. (The cost details were quite voluminous and are not being sent. They were detailed force account type records of total costs)

6-26-70 - Reply to Kiewit denying claim

11-11-70 - Letter from Richard Geary requesting a review of the claim by our Highway Claims Review Board

12- 8-70 - Statement of the State's position on the claim for use at the first meeting between the contractor and the Claims Review Board

At that meeting, the contractor apparently realized some shortcomings in his position and requested time to prepare further information to present to the Claims Board before they reached a decision. Almost a year elapsed before the contractor did this.

7-22-71 - Letter from Geary acknowledging final payment voucher and reserving the claim.

12-21-71 - Letter from PKS with an attached review of Highway Division's rebuttal of contractor's claim, and a graph of four schedules and river flow data.

2-23-72 - Highway Division's second review of the contractor's claim, again by Ed Hardt.

5-18-72 - Letter to PKS formally denying the claim on behalf of the Claims Review Board. This is the last formal communication on the matter.

We understand from informal contacts subsequently that the contractor chose to not pursue the claim further.

Very truly yours,

JAB:lb:fr

FREMONT BRIDGE COMPLEX PROJECT INFORMATION

PROJECT	CONTRACT NO.	CONTRACTOR	DATE AWARDED	DATE COMPL.	LENGTH (LANE FT.)	QUANTITIES			ENGINEERING CONSULTANT	EXPENDITURES		
						STRUCT. STEEL (LBS.)	CONCRETE (CY)	REINFORCE. (LBS.)		CONTRACT AMOUNT	TOTAL* AMOUNT	AMOUNT FOR ENGINEER CONSULT.
Fremont Bridge Pier Const.	7124	Peter Kiewit Sons' Co.	2-27-68	5-13-70	N/A	520,000	38,000	1,950,000	Parsons, Brinkerhoff, Quade & Douglas	3,957,623	4,188,200	Included in below
remont Bridge Superstructure	7276	Murphy-Pacific Enterprises	7-3-69	11-9-73	17,300	17,450,000	3,910	1,010,000	"	27,391,510	28,817,125	905,878**
West Fremont Interchange	7214	Anderson-Hannan	4-29-69	10-19-72	36,000	15,952,000	65,647	19,150,000	Howard, Needles, Tammen & Bergendoff	19,348,137	20,288,500	1,442,202
West Fremont Interchange (Unit 2)	7623	Drake-Willamette	8-26-71	5-5-73	Included in above	126,200	11,270	3,885,300	"	3,274,682	3,586,900	Included in above
East Fremont Interchange, Unit "A"	7310	Drake-Willamette	9-11-69	4-27-73	32,000	16,156,000	19,817	4,388,500	"	13,175,306	14,089,500	Included in above
East Fremont Interchange, Unit "B"	7311	Drake-Willamette	9-11-69	5-25-73	Included in above	8,740,800	15,725	2,989,400	"	9,026,940	9,450,000	Included in above
ast Fremont Interchange, Unit "C"	7312	Drake-Willamette	9-11-69	11-28-72	Included in above	352,500	8,252	2,712,000	"	2,058,970	2,160,000	Included in above
TOTALS					85,300	59,297,500	162,621	36,085,200		78,233,168	82,580,225	2,348,080

TOTAL COST FREMONT BRIDGE COMPLEX $84,928,305

* Includes Additional Anticipated Items, Contingencies, and Construction Engineering
** Includes investigation of in-service crack

NOTED
E. S. HUNTER

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

11 73

FREMONT BRIDGE COMPLEX PROJECT INFORMATION

PROJECT	CONTRACT NO.	CONTRACTOR	DATE AWARDED	DATE COMPL.	LENGTH (LANE FT.)	QUANTITIES: STRUCT. STEEL (LBS.)	QUANTITIES: CONCRETE (CY)	QUANTITIES: REINFORCE. (LBS.)	ENGINEERING CONSULTANT	EXPENDITURES: CONTRACT AMOUNT	EXPENDITURES: TOTAL* AMOUNT	EXPENDITURES: AMOUNT FOR ENGINEER CONSULT.
Fremont Bridge Pier Const.	7124	Peter Kiewit Sons' Co.	2-27-68	5-13-70	N/A	520,000	38,000	1,950,000	Parsons, Brinkerhoff, Quade & Douglas	3,957,623	4,188,200	Included in below
remont Bridge Superstructure	7276	Murphy-Pacific Enterprises	7-3-69	11-9-73	17,300	17,450,000	3,910	1,010,000	"	27,391,510	28,817,125	905,878**
West Fremont Interchange	7214	Anderson-Hannan	4-29-69	10-19-72	36,000	15,952,000	65,647	19,150,000	Howard, Needles, Tammen & Bergendoff	19,348,137	20,288,500	1,442,202
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East Fremont Interchange, Unit "A"	7310	Drake-Willamette	9-11-69	4-27-73	32,000	16,156,000	19,817	4,388,500	"	13,175,306	14,089,500	Included in above
East Fremont Interchange, Unit "B"	7311	Drake-Willamette	9-11-69	5-25-73	Included in above	8,740,800	15,725	2,989,400	"	9,026,940	9,450,000	Included in above
ast Fremont Interchange, Unit "C"	7312	Drake-Willamette	9-11-69	11-28-72	Included in above	352,500	8,252	2,712,000	"	2,058,970	2,160,000	Included in above
TOTALS					85,300	59,297,500	162,621	36,085,200		78,233,168	82,580,225	2,348,080

TOTAL COST FREMONT BRIDGE COMPLEX $84,928,305

* Includes Additional Anticipated Items, Contingencies, and Construction Engineering
** Includes investigation of in-service crack

NOTED
F. B. KLABOE

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NOTED
A. E. JOHNSON

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FORM E-30
FOR FILING

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7124

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 10, 1972

SUBJECT:

To:

Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. A. E. Johnson
Mr. L. I. Lindas
Mr. V. E. Skoog

NOTED
F. B. KLABOE

The Claims Review Board met six times in 1971. Six new claim matters were considered and three of these did not have the contractor present but were to review settlements recommended by the Construction Section. The contractor was present to present his case on the other three new matters taken up in 1971 (Fountain Slide, Wilsonville-Hubbard and Fremont Superstructure). The West Linn Bridge claims were first presented in 1970 but were considered further in 1971.

When 1971 ended, there were unresolved items on three projects which have been before the Board. A list of these is attached.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

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JAN 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SUMMARY OF 1971 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance
24	Willamette River (West Linn) Bridge - Painting	$177,180.76	$18,500	No
24 (a)	Willamette River (West Linn) Bridge - Temp. Bracing	$ 36,849.30	Denied	-
27	Fountain Slide Section	$329,067 (T)	Denied	Filed lawsuit
28 C	Rufus-Quinton	$ 93,252.59	$46,800 C	Yes
29	Wilsonville Interchange - Hubbard Interchange	$353,792 (T)	Denied	-
30 C	Lime Section	$ 10,852.54	$ 6,500 C	Yes
31	Fremont Bridge Super-Structure Time Only	448 days (T) = $448,000	162 days *	-
32 C	Siuslaw River (Mapleton) Bridge	$ 35,388.61	$24,364.62 C	Yes

* Part of claim still under consideration.

C Reviewed a Staff level recommendation - contractor not present.

T Claim includes some time liquidated damages.

JAB:fw
1-10-72

CLAIMS REVIEW BOARD

MATTERS PENDING

CONTRACT NO. 7124 - Fremont Bridge Piers

PKS Company submitted additional material dated December 21, 1971. (Being reviewed in field.)

CONTRACT NO. 7105 Willamette River (West Linn) Bridge

Box girder and wage escalation claims. Audit report is now available. Four-part grading claim is not answered. Painting claim is in court.

CONTRACT NO. 7276 Fremont Bridge Superstructure

Interim extension was granted for 162 days out of 448 days requested. Balance associated with casting problems to be researched by Mr. Lindas.

JAB:fw
1-10-72

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1971

SUBJECT: Fremont Bridge Piers
Contract No. 7124

To:

Mr. E. L. Hardt
Metropolitan Bridge Construction Engineer
State Highway Division
P. O. Box 13160
Portland, Oregon 97213

NOTED
F. B. KLABOE

Kiewit's Fremont Bridge pier claim did not fade away as we had hoped. Attached is a copy of their December 21 letter which transmitted a 13-page discussion of the claim. This indicates that three copies were sent direct to the Resident Engineer.

This is still an open matter before the Claims Review Board and will have to be considered by them at the next opportunity. You should plan to be present to comment on this new material.

I will check with you in a few days as to your progress and we will then set up a date for a Review Board meeting.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc: Tom Edwards
L. I. Lindas
F. B. Klaboe
A. E. Johnson
V. E. Skoog
Walter J. Hart

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DEC 31 1971
OFFICE OF
STATE HIGHWAY ENGINEER

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
HOME OFFICE - OMAHA, NEBRASKA
P. O. Box 1777
VANCOUVER, WASHINGTON 98663

December 21, 1971

Routing

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CONSTRUCTION DIVISION

Oregon State Highway Division
Claims Review Board
212 State Highway Building
Salem, Oregon 97310

Attention: Mr. John Bond, Secretary

Re: Fremont Bridge Piers
OSHD Contract No. 7124
Claim Pier 1E
Fremont Job 3994
Serial Letter V-112

Gentlemen:

Reference is made to our serial letter V-108 dated November 11, 1970, the Claim Review Board hearing of December 8, 1970, and the "Highway Division's Rebuttal of Contractor's Claim" on December 8, 1970.

We hereby submit the following for the Board's further consideration of this claim:

(1) Peter Kiewit Sons' Co.'s review of "Highway Division's Rebuttal of Contractor's Claim".

(2) Exhibit I - Schedule comparison of Pier 1E, including bar graph schedule.

(3) Peter Kiewit Sons' Co.'s drawing "Proposed Backfill and Dike Reinforcing Pier 1E".

Further to the above the contractor submits one further point for the State's consideration. Comments at the hearing and in the Highway Division's "Rebuttal" make it apparent that the State was, from the outset, determined to install bearing piling in Pier 1E, if it was at all possible. Any reasonable contractor bidding this job would have interpreted the documents as providing for a bearing piling alternate in case excavation of Pier 1E uncovered bearing material that was incompetent or suspect. This was not the State's plan and, in the contractor's opinion, the failure of the State to communicate its true intention was a serious omission. The contractor found himself required to excavate and install bearing piling in extremely hard, cemented foundation material. We do not speculate on the differences knowledge of the State's true intentions would have made in the contractor's bidding and planning for this work, but do strongly urge that the State had an obligation to make those intentions known and failed to do so. The result was the parties to the contract failed to reach a meeting of the minds with respect to the bearing piling alternate when this job was priced. Many of the remarks in the State's "Rebuttal" would take on significance had the contractor been fully advised at the outset as to the State's resolution to install bearing piling if possible. This intention was extraordinary and the State has a clear obligation to advise bidders of it.

Please advise us when the Board can reconvene on this matter.

Yours very truly,

PETER KIEWIT SONS' CO.

W. D. Hitt

W. D. Hitt

WDH/hms
Enc.

cc: Res. Eng. (3)
Job
Claim File
File

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RIGHT OF WAY

FREMONT BRIDGE COMPLEX PROJECT INFORMATION

						QUANTITIES				EXPENDITURES		
PROJECT	CONTRACT NO.	CONTRACTOR	DATE AWARDED	DATE COMPL.	LENGTH (LANE FT.)	STRUCT. STEEL (LBS.)	CONCRETE (CY)	REINFORCE. (LBS.)	ENGINEERING CONSULTANT	CONTRACT AMOUNT	TOTAL* AMOUNT	AMOUNT FOR ENGINEER CONSULT.
/ Fremont Bridge Pier Const.	7124	Peter Kiewit Sons' Co.	2-27-68	5-13-70	N/A	520,000	38,000	1,950,000	Parsons, Brinkerhoff, Quade & Douglas	3,370,072	4,188,200	714,000
✓ Fremont Bridge Superstructure	7276	Murphy-Pacific Enterprises	7-3-69	Est. 1973	17,300	17,450,000	3,910	1,010,000	"	21,833,293	24,054,902	Included in above
West Fremont Interchange	7214	Anderson-Hannan	4-29-69	Est. 1972	36,000	15,952,000	65,647	19,150,000	Howard, Needles, Tammen & Bergendoff	18,893,289	20,868,473	1,653,642
West Fremont Interchange (Unit 2)	7623	Drake-Willamette	8-26-71	Est. 1972	Included in above	126,200	11,270	3,885,300	"	3,270,487	3,715,410	Included in above
East Fremont Interchange, Unit "A"	7310	Drake-Willamette	9-11-69	Est. 1972	32,000	16,156,000	19,817	4,388,500	"	12,994,987	13,928,738	Included in above
East Fremont Interchange, Unit "B"	7311	Drake-Willamette	9-11-69	Est. 1972	Included in above	8,740,800	15,725	2,989,400	"	8,982,856	9,458,459	Included in above
East Fremont Interchange, Unit "C"	7312	Drake-Willamette	9-11-69	Est. 1972	Included in above	352,500	8,252	2,712,000	"	2,007,349	2,218,094	Included in above
TOTALS						59,297,500	162,621	36,085,200		71,352,333	78,432,276	2,367,642

✓ $415,858

✓ $3,925,761

✓ $991,320

$5,332,939

TOTAL COST FREMONT BRIDGE COMPLEX $80,799,918

5,332,939

$86,132857

* Includes Additional Anticipated Items, Contingencies, and Construction Engineering

NOTED
TOM EDWARDS

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7124

CLAIMS REVIEW BOARD

MATTERS PENDING

CONTRACT 7128 Wilsonville Interchange-Hubbard Interchange

Remaining time liquidated damages (Lindas handling with FHWA) $ 21,400

Cofferdam Collapse $184,392
Bridge Section report distributed to Board members last week

The $169,000 claim on embankment has been received (with too brief content) and referred to Region I which will make a recommendation soon for the Board's consideration along with above items.

CONTRACT 7319 Fountain Slide $318,067

Formally denied 7-27-71 after 6-25-71 Review Board meeting. S.S. Mullen Corp. has requested re-consideration. Data sent to Region to update their recommendation and is also being sent to all Board members.

CONTRACT 7124 Fremont Bridge Piers $242,922.69

Review Board meeting 12-8-70. No formal decision. PKS Co. to submit more information -- not received yet.

CONTRACT 7105 Willamette River (West Linn) Bridge

Willamette River Constructors' Box Girder plan change claim $ 69,340.10

Some adjustment sanctioned by Bridge Engineer. Awaiting results of OSHD audit of some parts before presenting to Board.

The painting and erection bracing claims on this same project were considered by Board 1-15-71 and compromise offer of $18,500 on painting claim is still in hands of contractor.

John A. Bond, Secretary
Claims Review Board

NOTED
TOM EDWARDS

JAB:fw
September 8, 1971

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FOR FILING

I 405.2 (?)
11-4

MURPHY PACIFIC ENTERPRISES
4300 EASTSHORE HIGHWAY • EMERYVILLE, CALIFORNIA

July 12, 1971

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention Mr. R.O. Cunningham
Resident Bridge Engineer

NOTED
A. E. JOHNSON

Gentlemen:

Today we received a copy of Parsons, Brinckerhoff, Quade and Douglas's letter dated July 8, 1971, with sketch SK2 concerning reinforcing P.P. 3.

Approximately two weeks ago we received your letter of June 25, concerning the weld at P.P. 3 wherein you directed us to submit to you a procedure for repairs. We were later verbally advised to take no action on the request for repairs.

Within the past ten days, Mr. Spirz and Mr. Dias of our organization have been in contact with Mr. Silano and Mr. Merchant in order to determine local availability of materials for potential reinforcement of P.P. 3.

On Friday, July 9, I had a meeting in Salem with Mr. Merchant and Mr. Johnson concerning rejection of the weld at P.P. 3. It was then determined that the State would make further investigation through radiographing and ultrasonic testing to determine the reasons for rejection. Until these results are available, we were directed to take no action on the reinforcement of the joint.

RECEIVED
JUL 14 1971
BRIDGE DIVISION

TELEPHONE (415) 653-1717 . CABLE 'MYPAC' . MAILING ADDRESS P.O. BOX 23007, OAKLAND, CALIFORNIA 94623

Oregon State Highway Division
Mr. R.O. Cunningham

July 12, 1971
Page Two

As explained in our meeting, we have undertaken through our consultants, Earl and Wright, the investigation and proposal of an alternate erection scheme. This scheme will allow us to proceed with erection on the water side of P.P. 10 without erecting the girders at P.P. 3. As of Saturday night, they completed this investigation along with all computer runs. We have sent two of our consultants to New York for the purpose of resolving the alternate scheme with Mr. Silano so that we might proceed with uninterrupted erection next Monday.

Answered by wire
Gee 7/14

Very truly yours,

MURPHY PACIFIC ENTERPRISES

E.D. Geer
Projects Manager

EDG:nl

cc: Messers. L. Silano
I. Merchant

RECEIVED
JUL 14 1971
BRIDGE DIVISION

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS INC.
111 JOHN STREET, NEW YORK, N.Y. 10038 TELEPHONE (212) 233-6300
CABLE: PARKLAP NEW YORK • TELEX WU 1-2403 • RCA 222 117

ENGINEERS
ARCHITECTS
PLANNERS

WALTER S. DOUGLAS
ALFRED HEDEFINE
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD
WILLIAM T. DYCKMAN
THOMAS R. KUESEL
WINFIELD O. SALTER
HENRY L. MICHEL
PERRY D. LORD

WILLIAM BARCLAY PARSONS 1885-1932
HENRY M. BRINCKERHOFF 1919-1945
MAURICE N. QUADE 1932-1966

ASSOCIATED CONSULTANTS
EUGENE L. MACDONALD
JOHN O. BICKEL
RUSH F. ZIEGENFELDER
DONALD C. HYDE
JOHN J. WHITE

July 8, 1971

Mr. Ivan D. Merchant, Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Fremont Bridge
Contract No. 7124
Reinforcement at
Panel Point 3

Dear Sir:

Per our telephone conversation of July 7, 1971 we are enclosing herewith two (2) prints each of Sketch SK-2 showing the proposed reinforcing of the juncture pieces at Panel Point 3.

These layouts were developed in accordance with the conclusions of our meeting in Portland on June 30, 1971; namely, that:

(1) Remedial work would be by bolted splices.
(2) All reinforcing plates or splice material will conform to the requirements of ASTM A-588 steel.
(3) Reinforcing will be accomplished wholely within the tie-girder and arch-rib.
(4) Bolts will be 1-1/4" ϕ high strength bolts conforming to ASTM A 354 Grade BC.

Currently, we are in the process of checking these details; however, throughout the course of their development we have been in contact with the Contractor so that he is informed of the requirements for strengthening this joint and has initiated steps in that direction. By copy of this letter we are advancing these details to Murphy Pacific, Contractor for this project, in order that they may proceed with the shop detailing and procurement of the required material.

Should there be any questions, please do not hesitate to contact this office.

Very truly yours,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC.

Louis G. Silano

L. G. Silano
Project Engineer

LGS:A
cc: R. L. Schroeder
B. Cunningham
Murphy Pacific
W. S. Wilkes (FHA)
Roy Tokerud

RECEIVED
JUL 12 1971
BRIDGE DIVISION

RECEIVED
JUN 28 1971
FOR FILING

I-405-9(14) 303
7124

June 28, 1971

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

A post-final payment for $7,934.81 will be made to Peter Kiewit Sons' Co. on Contract No. 7124 for work on the Fremont Bridge Section of the Stadium Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,951,813.99 including the post-final payment. Of the total, $458,916.84 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98660

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

5-18-71

STATE COPY

COPY SENT

FORM PR-33.E
(REV. 3-68)

cc: OSHD (A E Johnson)
~~Region~~
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

JUN 1 1971

~~REGIONAL OFFICE~~

REGION NO. 8	REPORT NO. 21	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5-18-71	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. I-405-8(16)303
COMPLETION DATE 2-23-70	ACCEPTANCE DATE BY CONTRACTING AGENCY 5-13-70	TIME ELAPSED 102 %	CONTRACT TIME See below
APPROVED EXTENSIONS See below	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

NOTED
A. E. JOHNSON

FREMONT BRIDGE SECTION
STADIUM FREEWAY
Pier Construction

This contract covered construction of the four piers that will support the superstructure of the Fremont Bridge across the Willamette River in Portland between the intersections of NW. 14th and Thurman and N. Loring and Nesmith Streets, Stas FB 346+20.50 to 367+79.50.

A total of 672 calendar days were used to complete the work. Although only 425 calendar days were allowed under the original contract, an additional 218 were approved during the life of the contract plus 13 more in connection with Price Agreement No. 9. This leaves 16 calendar days for which liquidated damages are to be assessed.

The final cost of the contract items is $3,351,318.62, an underrun of 0.56% under the original contract amount of $3,370,071.50. An additional $576,234.31 of work was performed under supplemental price agreements.

As shown above the State Highway Commission gave final acceptance of the work on 5-13-70. Subsequently both the State and the contractor on the superstructure contract made extensive measurements

(more)

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant Area Engr. ~~W. N. Bryant~~		SIGNATURE Original signed by Glen L. Green Engineering Coordinator ~~R. E. Simpson~~	
TITLE ~~Area Engineer~~	DATE 5-18-71	TITLE ~~Division Engineer~~	DATE 5-27-71

REPLACES PR-33A(2) REV 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

to determine the exact location and alinement of the main bearing grillage, 2-inch base plates, and 2-inch guide plates as well as the distance between piers 1 W. and 1 E. It was found that several guide plates had been incorrectly positioned. As a result the contractor was required to remove the guide plates and reinstall them to the appropriate base plates. This work was completed in a satisfactory manner on 12-8-70.

Subsequent to the final inspection the contractor submitted a claim in the amount of approximately $250,000. The claims generally cover three items - extra cost ($242,922.69) due to cofferdam work required at pier 1E, disagreement in the quantity of resteel used in the work, and assessed liquidated damages for an overrun in the contract time. This claim is still pending.

The contract work has been completed in reasonably close conformity with the approved plans and specifications, including authorized changes and extra work. Acceptance of the project is recommended.

RECEIVED
JUN 1 8 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1970

FOR FILING

I-405-8(11)
7124

December 21, 1970

The Aetna Casualty and Surety Company
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

A third post final for $14,400 will be mailed to the U. S. National Bank of Oregon, Ladd and Bush Branch, Salem, on Contract No. 7124 awarded to Peter Kiewit Sons' Company for work on the Fremont Bridge of the Stadium Freeway in Multnomah County.

The total amount paid on this contract will be $3,943,879.18 including the post-final payment. Of the total $458,916.84 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98660

U. S. National Bank of Oregon
Ladd and Bush Branch
Salem, Oregon

Attn: James L. Johnson
Vice President

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
L. W. Rulien

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
HOME OFFICE - OMAHA, NEBRASKA
P. O. Box 1777
VANCOUVER, WASHINGTON 98663

November 11, 1970

Routing
Morgan
Decker
Jones
Walker
Buchanan
Johnson

RECEIVED
NOV 13 1970
CONSTRUCTION
DIVISION

Oregon State Highway Division
Claims Review Board
212 State Highway Building
Salem, Oregon 97310

Attention: Mr. John Bond, Secretary

Re: Fremont Bridge Piers
Contract No. 7124
Peter Kiewit Sons' Co. Job #3994
Claim Pier 1E
Serial Letter V-108

Gentlemen:

Reference is made to the Department's June 26, 1970 letter to the undersigned denying the Contractor's claim in the amount of $242,922.69 for extra work at Pier 1E. A copy of that letter was furnished to the Review Board's Secretary.

This letter is the Contractor's request for a hearing before the Board and we suggest that the hearing be held sometime during the week of December 7 to 11, 1970.

The facts giving rise to this claim have been thoroughly explored in meetings and previous correspondence. It is the Contractor's opinion that no significant factual issue exists. However, a brief background statement should assist the Board in their review.

Peter Kiewit Sons' Co. was the low bidder on Contract 7124 on February 1, 1968 with a bid of $3,370,071.50. The Contract was awarded on February 27, 1968 and the official start date for work was March 9, 1968.

11-16-70
Copies to
Merchant
Schnell
~~[illegible]~~
[illegible] John Bond
[illegible]

This claim involves only Pier 1E which is located on land near the east shoreline. The detailed plan of this Pier is shown on Contract Drawing 23659 and an alternate plan, one incorporating foundation piles, is shown on Drawing 23666. The Supplemental Standard Specifications, Section 403-5.1, provide that, if the Engineer determines that foundation piles are to be used in 1E, the work will be paid for as "extra work" in accordance with Article 4-4 of the Standard Specifications.

By his letter of June 5, 1968, the Engineer advised the Contractor that it would be necessary to drive foundation piles at Pier 1E. These foundation piles were a substantial change and addition to the Contract, 360 each 14BP117 piles were involved, including four test piles. Ultimately the work involved a tremie seal and certain other alterations to the design and construction of Pier 1E. One reflection of the magnitude of the work is the additional time required that has been recognized by the Department. About six months for the foundation piling and associated matters has already been approved. Additional time was requested and denied and is also part of this request for a hearing.

The order to install foundation piles at Pier 1E had a substantial effect on Pier 1E construction in addition to the actual furnishing and installation of the piling and other permanent construction. The additional work pushed the excavation and concrete work below elevation 16 into the highwater period on the Willamette River and flooding of the excavation occurred. Had the job been built as bid, this would not have occurred. The Contractor can show that the pier could have been built as originally designed and scheduled without the installation of a sheet pile cofferdam. The excavation and footing pours would have been completed in the low water period of 1968, and our actual construction showed that the pier could have been unwatered and the footing poured against natural ground at that time. The added work and time to do the foundation piling installation required that the dike system of protecting the pier excavation be abandoned in favor of a complete sheet pile cofferdam. The Contractor can show that the Pier 1E concrete would have been at least up to elevation -10.5 by November 11, 1968, so that the dike could have been pulled in against the footing and built up to elevation 16, which would have kept the Pier out of danger of flooding.

The cost of the flooding and sheet pile cofferdam are the subjects of this claim for $242,922.69. These costs would not have been incurred but for the Engineer's directive to install foundation piling. It does not appear that the Engineer disagrees with this. However, the Engineer does maintain that these costs are not properly chargeable to the Department. The Contractor, of course, takes the contrary view and his basis will be discussed below.

This project was bid by the Contractor in accordance with the plans and specifications; to do otherwise would have been non-responsive. With regard to Pier 1E, the Contractor's estimate was based on dike protection from the river and laid back slopes to protect the excavation. Actual excavation proved that this plan was feasible. Contract Drawing 23659 shows the Pier poured against "undisturbed soil on all sides of the footing" and, but for the direction to go to foundation piling, this would have been done.

Section 9-3, Scope of Payment, provides that the prices quoted are for ". . . performing all work . . . under the Contract . . .,". Contract Drawing 23659 showed Pier 1E as it was to be constructed. Contract Drawing 23666 showed an "Alternate Pile Footing Plan" for the Pier and Section 403-5.1 of the Supplemental Standard Specifications at page 32 stated that, if the alternate plan were directed by the Engineer, ". . . such work shall be performed and paid for as 'extra work' . . .". "Work" is defined in Section 1 of the Standard Specifications as ". . . all labor, materials, equipment and other incidentals necessary or convenient to the successful completion of . . . the portion of the project involved . . .". The Engineer does not dispute that his decision to go to the foundation piling required the Contractor to construct the sheet piling cofferdam, but has refused to pay for it even though it is clearly part of "such work". Had it been the State's intention to limit the additional cost of "such work" to the permanent works, it would have been simple to say so. Had this been done, the Contractor could have included contingency funds in his estimate in case the alternative plan were chosen.

The Engineer's basis for denial as stated in his June 26, 1970 letter is that ". . . the Department feels that all construction conditions were properly shown on the contract plans and in the contract specifications . . .". The Contractor does not believe that this is the dispute. The Contractor believes that the State's file memo dated October 17, 1968 more accurately reflects the Engineer's contention. At the bottom of page one, it is stated ". . . any shoring done for the maintenance of the excavation would be considered contract work and paid for under the shoring item and not force account . . .".

Bid Item 24 "Shoring, Cribbing, etc." is a lump sum item. Section 9-1 states that lump sum payment will be in effect ". . . unless changes are ordered in writing by the Engineer . . .". The section goes on to say that the ". . . estimated quantities . . . are made on a reasonable interpretation of plans . . .". (emphasis added) and "If no changes are made in the work . . ." (emphasis added) there will be no change in the amount paid for that lump sum item. It has been established that Pier 1E as shown in Contract Drawing 23659 was changed to the alternate by the Engineer's written order and that this change made it necessary for the Contractor to construct the sheet piling cofferdam. (Carried only a little further, the Engineer's reasoning would lead to the conclusion that an additional pier could have been ordered with no allowance for added shoring and cribbing because that is a lump sum item.) That same written order and resultant work so delayed the pier construction that the flood damage was incurred.

The Contractor bid on the Contract plans as he was directed to do; Section 3-3 states that prior to contracting, the bidder must make a careful examination of the plans. The fact that the alternate foundation plan existed was duly noted, but to base the bid on the alternate would not have been responsive to the State's request for bids. Further, such a consideration could have led to the State's paying for something it would not receive in case the alternate plan were not ordered.

The Contractor believes that the Contract makes it clear that it was the intention of the State to pay the Contractor for the added work required by the decision to change from the contract plans to the alternate.

Yours very truly,

PETER KIEWIT SONS' CO.

Richard Geary

RG/hms
cc: Res. Eng. (3)
Job
File

RECEIVED
NOV 2 1970

7124

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

October 29, 1970

Peter Kiewit Sons' Co.
P.O. Box 1777
Vancouver, Washington 98663

Gentlemen:

Fremont Bridge Piers
Contract No. 7124

On July 23 and July 30 we wrote informing you that we did not consider that work on the Fremont Bridge Pier project, Contract No. 7124, specifically bid item No. 41, was complete; and pending an engineering investigation any funds accruing to you from this project would be withheld.

This investigation has shown, among other things, that none of the Pier 1W and 1E base plate guide rails were properly assembled to the base plates. This has been verified by referring to the match-markings on the pieces. Also, in some cases, the rails were installed backwards, with the flame-cut edge facing the bottom shoe casting.

In order to rectify this situation, you are hereby requested to remove these rails and relocate them in their proper positions. Attached you will find several copies of a sketch indicating the present and proper location of the rails. It will be necessary only to bolt the rails sufficiently to prevent theft, and the balance of the nuts and bolts should be delivered to Mr. Robert Cunningham, 1600 N. W. Savier, Portland. Mr. Cunningham's telephone number is 229-5995, and you are requested to notify him before this work is started.

As soon as the above-described work is completed, Contract No. 7124 will be considered complete, and payment of all monies due you will be made.

Yours very truly,

R. L. Schroeder
Metropolitan Engineer

by

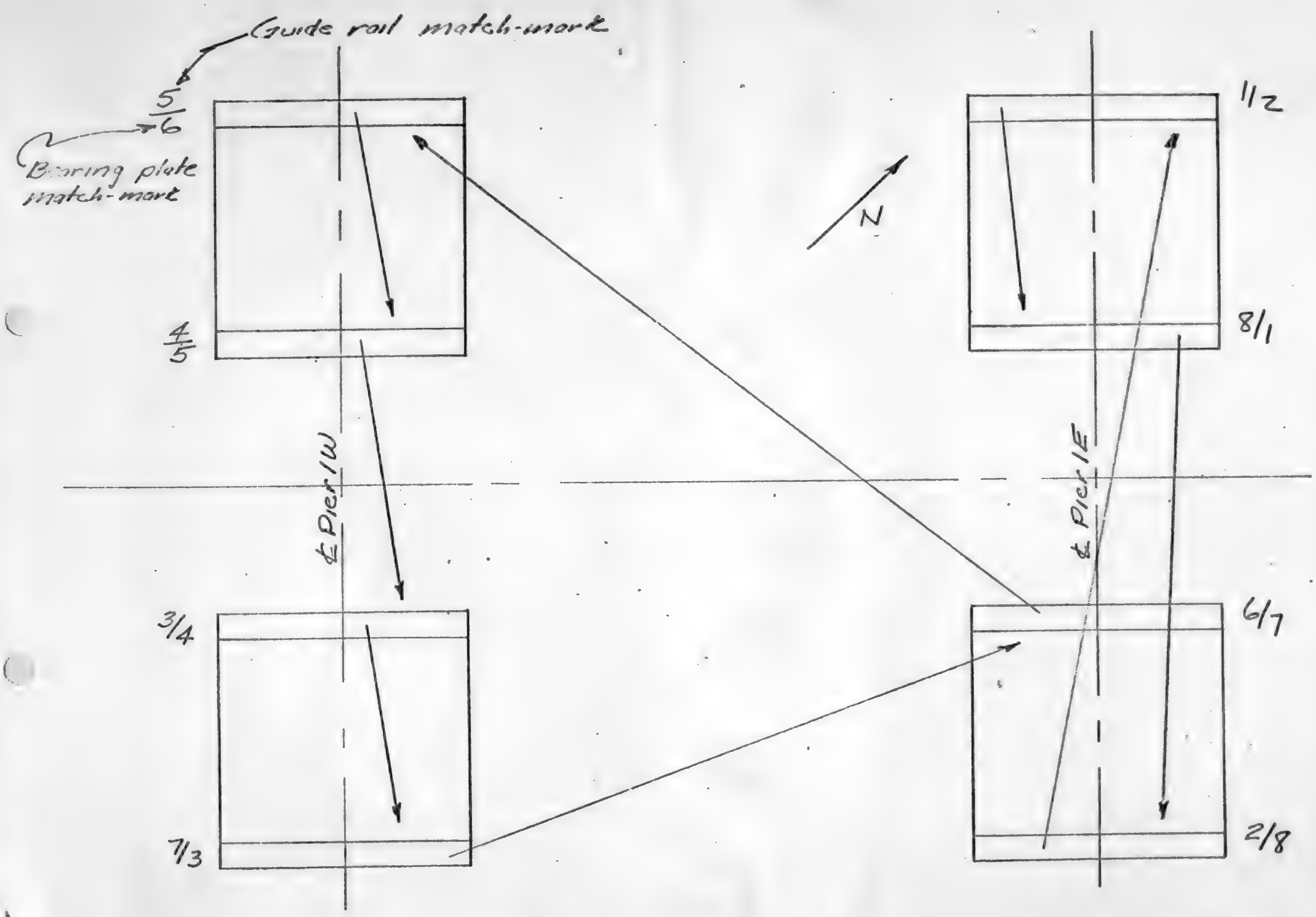
ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

RECEIVED
OCT 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ELH:lh
cc: A. E. Johnson
Ivan Merchant
Robert Shotwell
Robert Cunningham

NOTED
A. E. JOHNSON



Guide Rail Locations
Piers 1W + 1E

10-29-70 ELH

AUG 3 - 1970

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

July 30, 1970

PETER KIEWIT SONS' COMPANY
P. O. Box 1777
Vancouver, Washington 98663

Re: Fremont Bridge Piers
Contract No. 7124

Gentlemen:

This will acknowledge receipt of your serial letter V-107, dated July 28, 1970.

The deficiencies I had reference to in my letter of July 23, are, but are not necessarily limited to,

(1) At least one of the bearing plates set on Piers 1E and 1W is not level.

(2) Said bearing plates do not lie in a plane.

(3) Three of these plates do not lie on the centerline of the pier and two are skewed thereto.

(4) The guide rails are not parallel to the bridge centerline.

(5) The anchor bolt hole patterns in the base plates are not correct, and some holes are oversize.

NOTED
A. E. JOHNSON

Until the effect of these deficiencies is known, we consider that the work to be performed under bid item No. 41, structural steel, is not complete.

8.3

copy to Construction

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

RECEIVED
JUL 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Edward L. Hardt
Assistant Metropolitan Engineer

EIH:pb
bcc: A. E. Johnson w/attach.
Ivan Merchant "
Robert Shotwell

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
HOME OFFICE - OMAHA, NEBRASKA
P. O. Box 1777
VANCOUVER, WASHINGTON 98663

July 28, 1970

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon

Attention: Mr. Robert L. Schroeder
Metropolitan Engineer

Re: OSHD Contract No. 7124
Fremont Bridge Piers
Fremont Job No. 3994
Serial Letter V-107

Gentlemen:

We request prompt clarification of your letter of July 23, 1970, wherein you state that a portion of the work performed does not conform to the plans and specifications for Contract 7124. Please furnish details of this alleged deficiency.

Our request is not to be construed as any acknowledgment that we have any liability or that a deficiency exists. In any event, the contractor's obligations in the contract are bonded and, therefore, it is our opinion that all monies earned are now due and owing.

Yours very truly,

PETER KIEWIT SONS' CO.

Richard Geary

Richard Geary

RG/LDL/hms

cc: Res. Eng. (3)
Job
File

METROPOLITAN ENGINEER
RECEIVED
JUL 30 1970
☐ ME ☐ AME ☐ AME ☑ MOE ☐ MDE ☐ MTE

RECEIVED
JUL 28 1970
FOR FIL

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

J-405-0(16)

7124

July 23, 1970

PETER KIEWIT SONS' COMPANY
P. O. Box 1777
Vancouver, Washington 98663

ATTENTION: Ronald C. Johanson

Re: Fremont Bridge Piers
Contract No. 7124

Gentlemen:

This will acknowledge receipt of your letter of July 21, in which you request payment for 48 days of liquidated damages which has been withheld on Contract No. 7124.

We have determined that a portion of the work performed on the contract does not conform to the plans and specifications and may require remedial work. No more funds will be released on this contract until the full extent of this work is known.

Very truly yours,

Robert L. Schroeder
Metropolitan Engineer

By:

NOTED
A. E. JOHNSON

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

Copy to [illegible]
7-27-70

ELH:pb

bcc: A. E. Johnson w/attach.
Ivan D. Merchant w/attach.
Robert Shotwell

RECEIVED
JUL 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
HOME OFFICE · OMAHA, NEBRASKA
P. O. Box 1777
VANCOUVER, WASHINGTON 98663

July 21, 1970

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. Edward L. Hardt
Asst. Metro. Engineer

Re: OSHD Contract No. 7124
Fremont Bridge Piers
Fremont Job No. 3994
Serial Letter V-106

Gentlemen:

The Oregon State Highway Commission extended the time for the completion of this project by 48 days on July 7, 1970. It is requested that the $14,400.00 being held as liquidated damages by the State of Oregon be paid Peter Kiewit Sons' Co. on the next payment estimate.

Yours very truly,

PETER KIEWIT SONS' CO.

Ronald C. Johanson

Ronald C. Johanson

RCJ/hms

cc: Res. Eng. (3)
Job
File

METROPOLITAN ENGINEER
RECEIVED
JUL 22 1970
☐ ME ☐ AME ☐ AME ☑ MOE ☐ MDE ☐ MTE

NOTED
A. E. JOHNSON

RECEIVED
JUL 21 1970
FOR FILING

I-405-8(16)303
7124

Salem, Oregon
July 17, 1970

Contract 7124
Fremont Bridge Piers
Peter Kiewit Sons' Co.

F. D. Morgan
Construction Engineer

BUILDING

This will confirm my verbal request that the Contract Payment Section hold up reimbursement to Peter Kiewit for time extension granted by the Commission at the last meeting. There is some corrective work to be done which is the contractor's responsibility and until we have determined the extent, it is requested that any payment be withheld.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc Tom Edwards
R. L. Schroeder

RECEIVED
AUG 6 - 1970

FOR FILING

I 405-1(14)302
7124

July 14, 1970

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98660

8151

Gentlemen:

The State Highway Commission at its meeting on July 7, 1970, considered your request for an additional 161 calendar days on Contract No. 7124 for the pier construction of the Fremont Bridge on the Stadium Freeway in Multnomah County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted an extension of 48 days, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc F. D. Morgan
I. D. Merchant
V. E. Skoog
L. W. Rulien
Robert Shotwell
Bureau of Public Roads

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 19, 1970

In reply refer to: 08-35-DA

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge Piers
Request for Time Extension

Edwards

Based on the information contained in Mr. Edwards' January 13 letter an additional time extension without assessment of liquidated damages is considered justified on the subject project but not to the extent requested. The 13 days recommended covering the period when concrete removal work at Pier 1E was in progress is not approved. This is considered added work resulting from poor construction practices on the part of the contractor and could have been prevented.

The remaining 35 days requested have been adequately supported and are approved.

RECEIVED
JAN 22 1970
BRIDGE DIVISION

NOTED
TOM EDWARDS

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 25 1970

FOR FILING

[illegible]

7124

June 25, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 6
July 7, 1970 meeting

Peter Kiewit Sons Company, contractor for the construction of the Fremont Bridge piers on the Stadium Freeway in Multnomah County, Contract 7124, has presented a second request for an additional 161 calendar days to complete the contract work without assessment of liquidated damages. The contractor cites extra work added to the contract and high water in the Willamette River as the principal reasons for his failure to complete the work on time.

The contract allotted 425 calendar days to complete the work, which forecast a completion date of May 23, 1969. Commission action on August 19, 1969 granted the contractor an additional 183 calendar days without assessment of liquidated damages which advanced the completion date to November 22, 1969.

The work was completed February 23, 1970 with 681 calendar days charged. The allotted time plus the previous extension total 608 calendar days, leaving an excess of 73 calendar days.

An analysis of the contractor's current request in conjunction with his original request, as many of the reasons are overlapping, indicates that the contractor is entitled to an additional 48 calendar days without assessment of liquidated damages because of extra work involved in driving piling and placing a seal in Pier 1E.

I recommend that the contractor be granted an additional 48 days without assessment of liquidated damages and that he be assessed 25 days liquidated damages. This amounts to an assessment of $7,500.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. W. Rulien

CAG:ag mc

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 17 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7124 Contractor Peter Kiewit Sons' Company

Highway Stadium Freeway

Section Fremont Bridge Piers

Kind of Work Pier Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend that an increase of 42 days be granted because of

(1) Added foundation work at Pier 1E
(2) River stage above design elevation for seals

Recommended for Approval:

~~Assistant~~ Division Engineer

Ivan D. Merchant
~~Construction Engineer or~~
Bridge Engineer

Asst. State Highway Engineer

Contract No.	7124
Project designation (State-Federal)	I-405-8(16)303
Date awarded	2/27/68
Work started	3/11/68
Per cent completed (Date)	92.6% 12/15/69
No. of Workdays Allowed	608
No. of Workdays Used	632 12/16/69
No. of Added Workdays Requested	48

SP*0206-734

E-[illegible] (Rev.)—[illegible]—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 5, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 608 days to 769 days, within which to complete our Contract No. 7124, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheets, Items 2, 3, 4, 5, 7, 9, and 10

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By Ronald C. Johanson
Ronald C. Johanson

CONSENT OF SURETY

Date December 8, 1969

We, THE ÆTNA CASUALTY AND SURETY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Walter W. Wolf
WALTER W. WOLF Attorney-in-fact

(SEAL)

Resident Agent

Item #2. Unloading Pier 1E Piling: We amend our original request for ten (10) days to eight (8) days. These days were August 8, 13, 14, 22, 26, 27, 30 and September 10, 1969. The equipment and personnel working on the excavation were used to unload piling on these days, which delayed and/or slowed the excavation work at P-1E.

Item #3. Pier 1E Dike and Cofferdam: Our request for extension of time on this time remains the same. We have included with this letter a schedule of work at P-1E. This schedule shows the amount of time actually spent on various items of work at P-1E. It is readily seen from this schedule of work completed that without the 33 days requested or the 38 days granted delay due to the two additional test pile, the cofferdam at P-1E would have been installed before the dike was lost on November 12, 1968. Without the two extra test piles, the cofferdam would have been installed before the flooding and we would not have had the extra time for excavation, since all material would have been kept outside the sheets, we would not have had to drive the sheets through any material and the sheets would have been threaded in a dry condition and not under water as it was done. The frames were installed in the unwatered hole at P-1E and 54 sheets had been threaded in two shifts before the dike gave way and flooded the hole and filled it with material.

Since the construction time of the cofferdam was directly effected by the flooding and the start of the cofferdam work was directly effected by the two additional test pile, we continue to request the 73 calendar days of time extension.

Item #4. Pier 1E Frame Adjustment: Our request for extension of time on this item remains unchanged from our letter of June 3, 1969. The lowering of the top frame and the raising of the lower frame started on January 24, 1969, and was completed on February 11, 1969, which is a period of 19 calendar days which we requested, and not the 11 calendar days that was granted. This was all work in addition to our contract and extended the project time by the number of days requested.

Item #5. Splicing & Driving at Pier 1E: Our request for extension of time on this item remains unchanged from our letter of June 3, 1969. Seventy-four (74) calendar days were spent on the piledriving and related work for which we have requested 66 calendar days of time extension. This was all work in addition to our contract and extended the project time by the number of days requested.

Item #7. River level about +10: We agree with the time granted for this item except for the 7 days not allowed for seal curing. This cure time is part of the additional work of sea installation and extended the contract time by this number of days. We, therefore, request an extension of time for the performance of the contract for 7 calendar days.

Item #9. Concrete Removal Work at P-1E: This item is new and in addition to our letter of June 3, 1969. We poured the second footing block at P-1E on September 5, 1969, and would have poured the center, third block on September 12, 1969. On September 8, 1969, we were notified that no further concrete pours could be made at P-1E until the concrete in the first footing block had been repaired. The repair work was started and not completed until September 29, 1969. From September 13, 1969, to September 29, 1969, is 17 calendar days, for which we request an extension of time for the performance of the contract for this 17 calendar days.

Item #10: Pier 1E Seal Clean-up: We started P-1E seal cleanup on July 23, 1969, and completed this work, including steel pile work which is also extra work on August 22, 1969, for a total of 28 calendar days, for which we request an extension of time for the performance of the contract.

Yours very truly,

PETER KIEWIT SONS' CO.

Ronald C. Johanson

RCJ/mak

cc: Res. Eng. (3)
File

RECEIVED
JUN 22 1970
FOR FILING

I-105-2(16)

7124

NOTED
C.A. GARDNER

UNITED STATES DISTRICT COURT

For The DISTRICT OF OREGON

In the Matter of)
)
WILLIAM H. DEPPENMEIER) No. B70-1956
)
Bankrupt.) Soc.Sec.# 541-40-5457

In the Matter of)
)
LILLI F. DEPPENMEIER) No. B70-1957
)
Bankrupt.) Soc.Sec.# None

NOTICE OF FIRST MEETINGS OF CREDITORS AND NOTICE OF ORDERS FIXING TIME FOR FILING OBJECTIONS TO DISCHARGES

TO THE CREDITORS OF WILLIAM H. DEPPENMEIER and LILLI F. DEPPENMEIER, both residing at Route 1, Box 534, Oregon City, Clackamas County, Oregon; Bankrupts:

NOTICE IS HEREBY GIVEN that said WILLIAM H. DEPPENMEIER (formerly doing business as William Deppenmeier Construction, Route 1, Box 534, Oregon City, Oregon) and LILLI F. DEPPENMEIER, were adjudged bankrupts on petitions filed by them on the 28th day of May, 1970, and that the first meeting of creditors will be held in 521 United States Court House in Portland, Oregon, on the 22nd day of June, 1970, at 2:00 P.M., at which place and time the said creditors may attend, prove their claims, appoint a trustee, appoint a committee of creditors, examine the bankrupts, and transact such other business as may properly come before said meeting.

NOTICE IS ALSO HEREBY GIVEN that on the 11th day of June, 1970, orders were made in the above-entitled proceedings fixing the 23rd day of July, 1970, as the last day for the filing of objections to the discharges of said bankrupts.

DATED at Portland, Oregon, this 11th day of June, 1970.

FOLGER JOHNSON JR.
Referee in Bankruptcy
519 U.S. Court House
Portland, Oregon 97205

Claims on proper forms must be filed within 6 months after the date of the first meeting. Claims may be mailed to the Referee at his Portland office.

RECEIVED
JUN 12 1970
OREGON
STATE HIGHWAY COMMISSION

TRANSMITTAL SLIP | DATE

COOPER
PORTER
EDWARDS
SHAW
KLABOE
WOLFE
SIPPRELL
ACCOUNTING
B.P.R.

[✓ BRIDGE]
CONSTRUCTION
COUNTY AND CITY
DATA PROCESSING
DESIGN
LABORATORY
LEGAL
MAINTENANCE
MGMT ANALYSIS

PROGRAM & PLANNING
PARKS
PERMITS
PERSONNEL
PUBLIC INFORMATION
RADIO
RIGHT OF WAY
SECRETARY
EQUIP. SHOPS

SIGN SHOP
TRAFFIC
TRAVEL
WEIGHMASTER
FILES
MAIL
DIVISION ☐

ATTENTION:

FROM: actg

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☑ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS I think this outfit was a sub on one of your Portland jobs.

OSHD E 100 (REV. 12-68)

RECEIVED
JUN 18 1970

FOR FILING

I-405-8(16) 303
7124

June 17, 1970

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington 98663

Attention: Lyle D. Leach

Gentlemen:

Thank you for your letter of June 8 with enclosed copies of signed releases from Town Concrete Pipe, Inc., and William Deppenmeier concerning the claim filed by Town Concrete Pipe, Inc., on your Contract No. 7124 for pier construction of the Fremont Bridge on the Stadium Freeway in Multnomah County.

The Town Concrete Pipe, Inc., release is in the amount of $1,672.40 and William Deppenmeier's release is in the amount of $142.97. This information is being noted in our records and we will advise the Aetna Casualty and Surety Company of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:sj
cc The Aetna Casualty & Surety Co.

Town Concrete Pipe, Inc.
P. O. Box 66034
Portland, Oregon 97266

bc Commission

Noted on card
SJ. - 6/17/70

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
HOME OFFICE - OMAHA, NEBRASKA
P. O. Box 1777
VANCOUVER, WASHINGTON 98663

June 8, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query
Secretary

Re: OSHD Contract No. 7124
Fremont Bridge Piers
Fremont Job No. 3994
Serial Letter V-103

Gentlemen:

We enclose copies of signed releases from Town Concrete Pipe, Inc., and William Deppenmeier pertaining to the claim filed by Town Concrete Pipe, Inc., for material supplied to our subcontractor William Deppenmeier on the referenced project.

Yours very truly,

PETER KIEWIT SONS' CO.

Lyle D. Leach

Lyle D. Leach

LDL/hms
Enc.

cc: Res. Eng. (3)
Mr. A. E. Johnson
Job
File

NOTED
FLOYD QUERY

RECEIVED
JUN 9 - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RELEASE FOR MATERIALS AND/OR LABOR FURNISHED

In consideration of the sum of $1,672.40 to me paid, receipt of which is acknowledged, TOWN CONCRETE PIPE, INC. does hereby release and discharge PETER KIEWIT SONS' Co., its Surety, and the OREGON STATE HIGHWAY DEPARTMENT, from any and all claims, actions, causes of action, debts, and claim of lien arising out of, or connected with, the furnishing of labor and/or material to or for the use in Fremont Bridge - Pier Construction, OSHD Contract No. 7124; Peter Kiewit Sons' Co. Job No. 3994.

Date 6-6-70

TOWN CONCRETE PIPE, INC.

By R A. Town Jr

Title President

RECEIVED
JUN 9 - 1970
OREGON
STATE HIGHWAY COMMISSION

RELEASE FOR MATERIALS AND/OR LABOR FURNISHED

In consideration of the sum of $142.97 to me paid, receipt of which is acknowledged, WILLIAM DEPPENMEIER does hereby release and discharge PETER KIEWIT SONS' CO., its Surety, and the OREGON STATE HIGHWAY DEPARTMENT, from any and all claims, actions, causes of action, debts, and claim of lien arising out of or connected with, the furnishing of labor and/or material to or for the use in Fremont Bridge - Pier Construction, OSHD Contract No. 7124; Peter Kiewit Sons' Co. Job No. 3994.

Date June 6. 70.

WILLIAM DEPPENMEIER

William Deppenmeier

RECEIVED
JUN 9 - 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 22 1970
FOR H

I-405-8(16)303
7124

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 15, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon I-405-8(16)303
Fremont Bridge Piers
Time Extension

Mr. Edwards' June 4 letter requested that the completion date for the subject project be advanced 13 days without assessment of liquidated damages. Since we have agreed to participate in Price Agreement No. 4 concerning the concrete removal at Pier 1E we now concur in the 13-day time extension.

NOTED
TOM EDWARDS

Copy Merchant 6-19-70

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 9 - 1970
FOR FILING

I-405-3(16)
7124

June 8, 1970

The Aetna Casualty and Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

A post-final payment for $7,388 will be mailed to Peter Kiewit Sons' Company at the U. S. National Bank of Oregon, Ladd and Bush Branch, Attention: James L. Johnson, Vice President, Salem, covering Contract No. 7124 for pier construction on the Fremont Bridge of the Stadium Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,939,479.18 including the post-final payment. Of the total $458,916.84 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98660

U. S. National Bank of Oregon
Ladd and Bush Branch
Salem, Oregon 97308
Attention: James L. Johnson
Vice President

Frank Morgan
Ivan Merchant
V. E. Skoog Attn: John Kerr
A. E. Johnson

RECEIVED
JUN 17 1970
FOR FILING

I-405-8(16)1533

7124

4530
FILED
JUN - [illegible]
CLAY MYERS
[illegible]

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 5, 1970

Buss, Leichner, Lindstedt & Barker
Attorneys at Law
1508 Standard Plaza
Portland, Oregon 97204

Gentlemen:

This is to acknowledge receipt of your letter of May 29 on behalf of Town Concrete Pipe, Inc., stating that they have furnished materials in the amount of $1,672.40 on State Highway Contract No. 7124. This appears to be in connection with the Peter Kiewit Sons' Company Contract No. 7124 for pier construction of the Fremont Bridge on the Stadium Freeway in Multnomah County.

The Aetna Casualty and Surety Company, 1201 S.W. 12th, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

NOTED ON CARD
June 16, 1970 ses

This contract was accepted by the Oregon State Highway Commission on May 13, 1970. On June 3, 1970, we sent a letter to Town Concrete Pipe, Inc., acknowledging receipt of a claim for materials in the amount of $1,672.40. This claim was also filed with the Secretary of State and we notified the surety and the principal contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

By ORIGINAL SIGNED C. W. HEAD
C. W. Head, Assistant Secretary

CWH:sj

RECEIVED
JUN 9 - 1970
OREGON
STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Co.
Peter Kiewit Sons' Co.

bc Commission
✓Secretary of State

BUSS, LEICHNER, LINDSTEDT & BARKER
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204

DONALD A. BUSS
CURTIS W. LEICHNER
NORMAN L. LINDSTEDT
RALPH C. BARKER
DAVID J. BUONO

TELEPHONE 228-6366
AREA CODE 503

May 29, 1970

Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Clerk or Auditor

Gentlemen:

We are the attorneys for Town Concrete Pipe, Inc. Our client has heretofore filed with you its Notice of Claim for the sum of $1,672.40 for materials furnished upon the Fremont Bridge Section, Stadium Freeway, Contract #7124, Oregon State Highway Department project. Apparently, the general contractor is Peter Kiewit Sons' Co. We would be most pleased if you would provide us with the name of the bonding company or surety company on the job. We would like to give them appropriate notice. We would be pleased if you would acknowledge receipt of the Notice of Claim heretofore filed by our client and would be pleased if you would acknowledge receipt of this letter.

Has the project yet been accepted?

Thank you for your early attention to this matter.

Very truly yours,

Norman L. Lindstedt

NLL:js

NOTED
FLOYD QUERY

RECEIVED
JUN 5 - 1970

FOR FILING

I-405-8(16)303
7124

June 4, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Fremont Bridge Piers
Contract No. 7124
FAP I-405-8(16)303

Dear Sir:

It is my understanding that you have agreed to participation in Price Agreement No. 4 concerning removal of concrete at Pier 1E.

Our letters of January 13 and March 16 requested your concurrence in an extension of time of 13 days without assessment of liquidated damages as this was the time involved in removal of the concrete. Your memos of January 19 and March 19 (08-35-DA) denied concurrence in the 13-day period. It appears that time involved in the work is in line for further consideration.

May I have your concurrence in our request that the contractor be granted the 13 days without assessment of liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:ag ja

RECEIVED
JUN 8 - 1970
FOR FILING

Files

4525

FILED
JUN 0 4 1970
CLAY MYERS
SECRETARY OF STATE

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 3, 1970

Town Concrete Pipe, Inc.
P. O. Box 66034
Portland, Oregon 97266

Gentlemen:

Mr. Robert E. Shotwell, Resident Bridge Engineer, has forwarded to us a copy of your letter to Peter Kiewit Sons' Company dated May 22 stating that William Deppenmeier (subcontractor) owes you for materials in the amount of $1,672.40.

This appears to be in connection with the Peter Kiewit Sons' Company Contract No. 7124 for pier construction of the Fremont Bridge on the Stadium Freeway in Multnomah County.

NOTED ON CARD
6-5-70
CR

The Aetna Casualty and Surety Company furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. We will advise the surety of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
JUN 5 - 1970
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The Aetna Casualty & Surety Co.
Peter Kiewit Sons' Co.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

FORM E-90 50M 10-68 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97227
May 28, 1970

SUBJECT: Town Concrete Pipe, Inc., Claim
Fremont Bridge Piers
Contract No. 7124
Bridge No. 2529
Prefix No. 626-1095
F.A.P. No. I-405-8(16)303

To: Mr. Floyd Query
Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Enclosed is a copy of a letter from Town Concrete Pipe, Inc. (supplier) to Peter Kiewit Sons' Company (prime contractor) on the above mentioned project. The enclosed letter gives notice that Town Concrete Pipe, Inc., has a claim in the sum of $1,672.40 for materials furnished to William Deppenmeier, subcontractor on this project.

Very Truly yours,

Robert E. Shotwell
Resident Bridge Engineer

RES:rsr

CC: Ivan D. Merchant w/encl.
A.E. Johnson w/encl.
Files.

NOTED
FLOYD QUERY

RECEIVED
MAY 29 1970
OREGON
STATE HIGHWAY COMMISSION

TOWN CONCRETE PIPE, INC.
P.O. BOX 66034 PORTLAND, OREGON 97266

TELEPHONE: 777-3301

PLANT LOCATIONS: 6803 S.E. JOHNSON CREEK BLVD.
755 N.E. COLUMBIA BLVD.

MEMBER: OREGON CONCRETE PIPE ASSOCIATION
AMERICAN CONCRETE PIPE ASSOCIATION

May 22, 1970

Peter Kiewit Sons' Co.
P.O. Box 1777
Vancouver, Washington 98660

Gentlemen:

Notice is hereby given that Town Concrete Pipe, Inc. has a claim in the sum of $1,672.40 for materials furnished to William Deppenmeier for the Oregon State Highway Department project, Multnomah County, Fremont Bridge Section, Stadium Freeway, contract #7124.

Dated at Portland, Oregon this 22nd day of May, 1970.

Very truly Yours

TOWN CONCRETE PIPE, INC.

R. A. Town J

R. A. Town, Jr.
President

cc: ✓Robert Shotwell, Engineer
Oregon State Highway Dept.

RECEIVED
MAY 26 1970
ROBERT E. SHOTWELL
RESIDENT BRIDGE ENGINEER

RECEIVED
MAY 29 1970
OREGON
STATE HIGHWAY COMMISSION

TOWN CONCRETE PIPE, INC.
P.O. BOX 66034 PORTLAND, OREGON 97266

TELEPHONE: 777-3301

PLANT LOCATIONS: 6803 S.E. JOHNSON CREEK BLVD.
755 N.E. COLUMBIA BLVD.

MEMBER: OREGON CONCRETE PIPE ASSOCIATION
AMERICAN CONCRETE PIPE ASSOCIATION

May 22, 1970

Peter Kiewit Sons' Co.
P.O. Box 1777
Vancouver, Washington 98660

Gentlemen:

Notice is hereby given that Town Concrete Pipe, Inc. has a claim in the sum of $1,672.40 for materials furnished to William Deppenmeier for the Oregon State Highway Department project, Multnomah County, Fremont Bridge Section, Stadium Freeway, contract #7124.

Dated at Portland, Oregon this 22nd day of May, 1970.

Very truly Yours

TOWN CONCRETE PIPE, INC.

R. A. Town J

R. A. Town, Jr.
President

cc: ✓ Robert Shotwell, Engineer
Oregon State Highway Dept.

RECEIVED
MAY 26 1970
ROBERT E. SHOTWELL
RESIDENT BRIDGE ENGINEER

RECEIVED
MAY 29 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 25 1970
FOR FILING
I-405.8(16)303
7124

May 22, 1970

8483

Mr. Richard Geary
Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington 98663

Re: Contract No. 7124
Fremont Bridge Piers

Dear Sir:

I have your Serial Letter V-100, dated May 13, concerning claims on the above contract.

The items mentioned in your letter are still under investigation and consideration by the State. We will advise you of our findings in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
V. E. Skoog

CAG:ag ja

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
HOME OFFICE - OMAHA, NEBRASKA
P. O. Box 1777
VANCOUVER, WASHINGTON 98663

May 13, 1970

RECEIVED
MAY 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Admin
BY SECRETARY

10347

Oregon State Highway Department
Accounting Division
State Highway Building
Salem, Oregon 97310

Re: OSHD Contract No. 7124
Fremont Bridge Piers
Fremont Job No. 3994
Serial Letter V-100

Gentlemen:

We are returning signed Contract Payment Voucher No. 26 Final.

By executing and returning the attached voucher calling for payment of the sum of One Hundred Fifty-eight Thousand Ninety Six Dollars and Seventy-five Cents, ($158,096.75), Peter Kiewit Sons' Co. does not agree that the sum therein stated, together with prior payments, provides payment in full for work performed and material furnished to the Oregon State Highway Commission under Contract No. 7124 dated February 27, 1968, for the construction of Fremont Bridge Piers.

Pursuant to the provisions of Section 9-16 of the Contract Standard Specifications, the execution and return of such voucher, and our acceptance of payment therefor, shall not waive, and there is hereby specifically excepted and reserved, the following described claims:

1) Claim for extra costs due to change in design of Pier 1E.
2) Claim for increase in number of workdays as set forth in previous letters.
3) Claim for additional quantity for Item 40, Reinforcement.

Itemized statement in support of these claims will be submitted by August 1, 1970, pursuant to the provisions of the above referenced section of the contract specifications.

4) Claim is made for Price Agreement No. 9, Core Drill, break out and remove sections of concrete footing, Replace with Class "A" Concrete ($10,824.00), signed and returned with our letter V-93, December 23, 1969, and Price Agreement No. 11, Reconstruct Ramp A&B at Columbia Basin Terminal ($1,926.25) signed and returned with our letter V-99, April 28, 1970.

Yours very truly,

PETER KIEWIT SONS' CO.

Richard Geary
Richard Geary

15

RECEIVED
MAY 19 1970
BRIDGE DIVISION

Ivan
Copy to 58909

RG/hms
cc: Res. Eng. (3)
Job
File

NOTED
FLOYD QUERY

RECEIVED
MAY 20 1970

I-465-9(16) 303
7124

May 20, 1970

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

A post-final payment for $1,926.25 will be made to Peter Kiewit Sons' Company on Contract No. 7124 for pier construction on the Fremont Bridge on the Stadium Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,921,891.18 including the post-final payment. Of the total, $458,916.84 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98660

cc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
A. E. Johnson

RECEIVED
MAY 20 1970
FOR FILING

I-405-8(16)303
1174

May 18, 1970

8394

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Price Agreement No. 9
Fremont Bridge Piers
Oregon Project I-405-8(16)303
Your File 08-35-DA6

Dear Sir:

Reply is made to your letter of April 10 in a further effort to clarify the problems caused by pouring concrete against the cofferdam in Pier 1E, Fremont Bridge contract.

Price Agreement No. 6 (approved by the Bureau on January 20, 1969) which provides for furnishing and placing the seal for Pier 1E contains the following:

> "All special provisions and Standard Specifications for tremie seal at Pier 1W will apply at Pier 1E except for pay limits."

Drawing 23660 (details for Pier 1W) definitely shows the footing block placed against the cofferdam sheets with the sheets to be cut off one foot above the top of the footing block.

Drawing SK-1, dated June 16, 1968, "Pile Footings Pier 1E" - Section A-A, "Footing Construction in the Wet", calls for the footing block to be the same size as the tremie concrete.

Hence, the statement on Price Agreement No. 6 ties the construction of Pier 1E to the contract requirements for Pier 1W and requires identical treatment of the footing block at both piers.

The fact that this process was not followed in succeeding pours was due to an order of this office that steps be taken to control the water.

With respect to your second point, out Metropolitan office responds as follows:

> "...Their statement that 'prior to the time the footing was poured the water in the excavated area outside the sheets was pumped down, but the water inside the cofferdam on top of the seal was not' is not true. We have researched our records and find that the only time the water outside the cofferdam was pumped down faster than the water inside the cofferdam was on September 2, 1969, four days after the first footing pour for Pier 1E. Therefore the hydrostatic imbalance caused by this sequence of pumping had no bearing on the water problem which occurred during this first pour..."

The basic difficulty in this problem stems from the desire of everyone involved except myself to believe the soil consultant's recommendation or statement that piling could not be driven in this area and was unnecessary. Had the State's originally specified programming to the Bureau of adding piling as a straight contract item been approved, together with placing responsibility on the contractor of providing a cofferdam in the normal manner, this difficulty would not have arisen. Now that it has, I feel we are morally obligated to the contractor to pick up a portion of the expense to which he was probably unnecessarily subjected.

I would again ask your consideration of participation in Price Agreement No. 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
A. E. Johnson

TE:ja

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 22, 1970

SUBJECT: Fremont Bridge Piers
Contract No. 7124
T.E. Assignment No. 8394

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem

The subject assignment requests comments on the Bureau's letter of April 10 regarding nonparticipation in the cost of footing repairs for Pier 1E.

The first part of the Bureau's letter is a disagreement to the statement that "the contractor had no latitude to revise this procedure (pouring against the sheet piling) in order to provide a positive means of handling the water." We would essentially agree with the Bureau's position. On the Pier 1W footing pours which occurred prior to the Pier 1E pour in question, the contractor used bulkheads between the sheet piling and the fresh concrete in order to provide pockets from which to pump water. This procedure was also attempted during the first footing pour at Pier 1E but was not successful in controlling the water.

The Bureau's letter goes on to state that the contractor chose to form the next footing pour at Pier 1E, thus providing a raceway for the water. In actuality, at a meeting at the site the day preceding this second pour, it was decided by members of the Metropolitan and Bridge Divisions that, in view of the results of the first footing pour, said footing forms must be placed before the pour could be permitted. This forming appeared to be the only practical means of controlling the water.

The Bureau's second point is that they "do not agree that placement of the concrete against the sheet piles was the primary cause of the seepage problem." Their statement that "prior to the time the footing was poured the water in the excavated area outside of the sheets was pumped down, but the water inside the cofferdam on top of the seal was not" is not true. We have researched our records and find that the only time the water outside the cofferdam was pumped down faster than the water inside the cofferdam was on September 2, 1969, ~~six~~ 4 days after the first footing pour for Pier 1E. Therefore the hydrostatic imbalance caused by this sequence of pumping had no bearing on the water problem which occurred during this first pour.

It cannot be said for certain that placement of concrete against the cofferdam caused additional leakage. Due to the unbalanced concrete load and the makeup of the cofferdam, however, it is easy to see how

SP*52479-734

it would have. On the other hand, placing the concrete against the sheet piling had a tendency to concentrate the water into small areas, thus increasing its velocity. Whether at the same time there was an increase in volume of water (due to sheet pile deflection and resultant leakage) was difficult to judge by those witnessing the pour.

If further information or clarification is desired, please advise.

AE Johnson
A. E. Johnson
Metropolitan Engineer

ELH:lh
Enc I.D. Merchant
cc: Robert Shotwell

RECEIVED
APR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

4-28

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 10, 1970

In reply refer to: 08-35-DA6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge Piers
Price Agreement No. 9

The information contained in Mr. Edwards' April 2 letter regarding the problem encountered at Pier 1E has been reviewed.

While we agree that the contract special provisions permitted the placement of the footing concrete against the sheet piling we do not agree that the contractor had no latitude to revise this procedure in order to provide a positive means of handling the water. In fact, to facilitate the placement of concrete for a subsequent pour, bottom westerly third of the same footing, the contractor chose to form the footing adjacent to the cofferdam walls leaving a space between the forms and the cofferdam for collecting and disposal of excess water seeping through the sheet piles and around the seal concrete.

We also do not agree that placement of the concrete against the sheet piles was the primary cause of the seepage problem. It is true that the cofferdam was not designed to withstand any significant amount of head. As a result it was necessary to maintain a low water elevation in the excavated area outside the cofferdam during the pouring operations. However, prior to the time the footing was poured the water in the excavated area outside of the sheets was pumped down, but the water inside the cofferdam on top of the seal was not. As a result, the contained water apparently caused the cofferdam sheets to be pushed away from the seal concrete which in effect allowed the water to come in around the edge of the seal as well as between the sheets.

Since our records indicate the problem was not due to inadequate contract provisions but rather to the contractor's construction operations, we are unable to participate in the cost of performing the required corrective work.

al hc

RECEIVED
APR 14
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 14 1970
FOR FILING

I-405-8(16)303
7124

May 14, 1970

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

Contract No. 7124 awarded to Peter Kiewit Sons' Company for pier construction on the Fremont Bridge of the Stadium Freeway in Multnomah County was completed on February 23, 1970, and accepted by the Highway Commission on May 13, 1970.

Final payment in the amount of $158,096.75 will be mailed to the contractor, U. S. National Bank of Oregon, Ladd and Bush Branch, Salem, Attention: James L. Johnson, Vice President, after May 21, 1970. The total contract amount is $3,919,964.93 including $458,916.84 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98660

U. S. National Bank of Oregon
Ladd and Bush Branch
Salem, Oregon 97308

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
A. E. Johnson

RECEIVED
MAY 14 1970

FOR FILING

I-405-8/16 -3
7124

May 13, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed February 23, 1970, on Contract No. 7124. The contract was with Peter Kiewit Sons' Company and was for pier construction on the Fremont Bridge Section of the Stadium Freeway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 13, 1970, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
A. E. Johnson

srb sr

STATE COPY

Monthly transaction number 4-48	FO R-2A (Rev. 10-68)	ate Oregon
Project report number 14	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	County Multnomah
Modification number 3	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-15-70	Project number I-405-8(16)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 18, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,130,958	$ 4,242,712
Federal funds	$ 3,811,200.00	$ 3,913,900.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15th day of April, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By B Klaboe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Greene
(Division Engineer)
For: R. E. Simpson

Oregon State Highway Division

Federal-A
Project No. I-405-8 (16) 303

FREMONT BRIDGE (PIERS) ON THE STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, March 12, 1970

Revised project agreement estimate.

Type Code X974
Bridge Piers No. 2529 (Sta. $\mathrm{FB}^3$346+20.50 to Sta. $\mathrm{FB}^3$367+79.50) Cont. No. 7124)

Sub-total on previous estimate of July 29, 1969.			$3,755,417.15
Previous Estimate			
EWO 3 Furnish and Drive Steel Piles	All Required		377,500.00
Revised Estimate			
EWO 3 Furnish, and Drive Steel Piles	All Required		$ 445,800.00
EWO 4 Excavate and Dispose of Unstable material	All Required		3,100.00
EWO 7 Move 660 14BP-102 Pile Cut-offs	All Required		9,400.00
P.A. 5 Splice 14BP-102 Steel Piling	602 only	25.00	15,050.00
P.A. 7 Install 16 Pile Dolphin	Lump Sum		5,744.00
			$ 479,094.00
		Increase	$ 101,594.00
		Sub-total	$3,857,011.15
		10% Engr. & Cont.	385,700.85
		Total	$4,242,712.00

Length of Structure - - - - - - - - - - 0.409 mile

Federal Funds	$3,913,900.00
State Funds	328,812.00
Total	$4,242,712.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.
Prefix 626-1095 G-1

STATE COPY

Monthly transaction number 8-39	FO PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 2	(PPM 21-7) 8-13-69	Project number I-405-8(16)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 18, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,754,441	$ 4,130,958
Federal funds	$ 3,463,700.00	$ 3,811,200.00
Other revisions		

This modification is made for the following reasons:

Revised project agreement estimate to include work previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of August, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

[illegible] R. E. Simpson

USCOMM-DC 26364-P65

Oregon State Highway Division

Federal-Aid
Project No. I-405-8(16)303

FREMONT BRIDGE (PIERS) ON THE STADIUM
FREEWAY HIGHWAY IN MULTNOMAH COUNTY

Revised project agreement estimate to include work previously retained in program status.

Salem, Oregon, July 29, 1969

Type Code X974
Bridge Piers #2529 (Sta. FB^{3}346+20.50 to Sta. FB^{3}367+79.50)
(Contract No. 7124)

Amount previously shown for Contract Items			$3,370,071.50

Additional Items

Flagging (60% Contractors Cost)	All Required		$ 1,000.00
Work by SP&S Railway Company	All Required		23,757.00
Railroad Protective Cost, SP&S RR	All Required		11,000.00
Railroad Protective Cost, PT RR	All Required		300.00
Railroad Protective Cost, UP RR	All Required		7,000.00
Work by SP&S RR Co.	All Required		3,725.00
City of Portland Water	All Required		7,493.40
EWO #3 Furnish & Drive Steel Piles	All Required		377,500.00
Work by PTRR	All Required		34,008.00
Work by UPRR	All Required		25,565.00
Work by UPRR (2-inch gas line)	Lump Sum		1,374.77
Work by UPRR (8-inch water line)	All Required		950.00
Credit for 14 BP 102 Steel Piling Cutoffs	9,175 lin.ft.	7.00	(64,225.00)
Credit for 14 BP 117 Steel Piling Cutoffs	3,818.4 lin.ft.	11.55	(44,102.52)
			$385,345.65
	Subtotal		$3,755,417.15
	10% Engr. & Cont.		375,540.85
	Total		$4,130,958.00

Federal-Aid
Project No. I-405-8(16)303

Length of Structure - - - - -0.409 mile

	$
Federal Funds	$3,811,200.00
State Funds	319,758.00
Total	$4,130,958.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

Group 1-100%
Prefix 626-1095

FREMONT BRIDGE (PIERS)

PROJECT NO. I-405-8(16)303

Railroad Protective Cost

S. P. & S. RAILROAD

Two man flagging crew for 8 months
One man flagging crew for 2 months

Wages			
Foreman	8 mo.	$504.37	$ 4,034.96
Laborers	10 mo.	448.54	4,485.40
			$ 8,520.36
30% Payroll Additives			2,556.11
			$11,076.51
State will pay up to			$11,000.00

P. T. RAILROAD

One flagman for two weeks

Wages			
Laborer	10 days	$22.43	$ 224.30
34% Payroll Additives			76.26
			$ 300.52
State will pay up to			$ 300.00

U. P. RAILROAD

Engineer-Inspector for six months
Flagman for two months

Wages			
Engineer-Inspector	6 mo.	$767.00	$ 4,602.00
Foreman	2 mo.	495.60	991.20
			$ 5,593.20
30% Payroll Additives			1,677.96
			$ 7,271.16
State will pay up to			$ 7,000.00

WORK BY S. P. & S. COMPANY

1. Construct Crossing	
Labor	$ 7,245.00
Material	13,373.00
Material Retired	(1,274.00)
	$19,344.00
2. Removal Work	
Labor	$ 2,861.00
Material	1,552.00
	$ 4,413.00
Total	$23,757.00

WORK BY S. P. & S. COMPANY

Proposed 4' x 6' Steel Building	$ 1,140.00
Moving Overhead Wires, underground	
Material	735.00
Labor	1,700.00
Equipment Rental	150.00
Total	$ 3,725.00

WORK BY CITY OF PORTLAND (WATER)

Material	$ 3,222.16
Labor	2,772.56
Overhead	1,124.01
Equipment	374.67
Total	$ 7,493.40

WORK BY P.T.R.R. CO.

Engineering	$ 154.00
Excavation (track) by contractor	425.00
Material	6,652.00
Track labor	17,267.00
Signal Work	3,000.00
Drainage	1,453.00
Remove Old Paving	3,607.00
Attorney Fees	1,450.00
Total	$34,008.00

WORK BY U. P. R. R. CO.

Rearrange N. Loing St. Trackage		
Grading		$ 1,640.00
Track work		12,900.00
Roadway Surfacing		9,140.00
City water facilities		1,065.00
Inspection		1,360.00
		$26,105.00
Salvage		(540.00)
	Total	$25,565.00
2-inch Gas Line (lump sum)		$ 1,374.77
8-inch Water Line (total)		$ 950.00

FREMONT BRIDGE (PIERS)
PROJECT I-405-8(16)303

Credits for Steel Pile cutoffs over 20 ft. to be changed and utilized on the E. Fremont Interchange Unit 'A'.

9,175 lin. ft. of 14 BP 102 Steel piles over 20 ft.

Contract bid price on Contract 7124 = $7.00 lin. ft.

9,175 lin. ft. x $7.00 = $64,225.00

3,818.4 lin. ft. of 14 BP 117 Steel piles over 20 ft.

These piling purchased on Extra Work Order No. 3 on Contract 7124 Price paid per lin. ft. computed as follows:

Cost to contractor	$6.75 per 100 lbs. less 1/2% discount
Freight Cost	1.87 per cwt.
Contractor's allowance	15%

$6.75 x 117 x 0.005% =	$ 7.858	per ft.
1.87 x 117 =	2.188	freight
Subtotal	$10.046	
15%	1.507	
Total	$11.553	per ft.

3,818.4 x 11.55 = $44,102.52

Monthly transaction number 9-55	FO PR-2A U.S. DEPARTMENT OF COMMERCE (RE 0-65) BUREAU OF PUBLIC ROADS	te Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 1	(PPM 21-7) 9-16-68	Project number I-405-8(16)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 18, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,734,311	$ 3,754,441
Federal funds	$ 3,445,000.00	$ 3,463,700.00
Other revisions		

This modification is made for the following reasons:

Revised estimate to include protective costs by railroads which were retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of September, 19 68.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)
for R. E. Simpson

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Klabe

Asst. State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(16)308

FREMONT BRIDGE (PIERS) ON THE STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

Revised project agreement estimate.

Salem, Oregon, March 5, 1968

Type Code X974
Bridge Piers #2529 (Sta. FB^3 346+20.50 to Sta. FB^3 367+79.50)(Contract No. 7124)

Roadway

Demolition and Removal Work	All Required		$ 150,000.00
General Excavation, Unclass.	900 cu. yd.	$ 3.50	3,150.00
Trench Excavation	340 cu. yd.	10.00	3,400.00
Watering	34 M-gal.	6.00	204.00
Stone Base	1,200 cu. yd.	4.60	5,520.00
Bituminous Base Mixture	1,100 ton	7.00	7,700.00
Asphalt in Bituminous Base	50 ton	30.00	1,500.00
Class "B" Asphalt Concrete	660 ton	9.00	5,940.00
Class "A" Concrete in Walls	490 cu. yd.	80.00	39,200.00
Reinforcement in Walls	22,000 lb.	0.14	3,080.00
Reinforced Concrete Slab	All Required		2,700.00
Reconstruct Timber Dock	All Required		2,000.00
8-inch Storm Sewer Pipe	190 lin. ft.	5.00	950.00
12-inch Storm Sewer Pipe	170 lin. ft.	6.00	1,020.00
18-inch Encased Sanitary Sewer Pipe	100 lin. ft.	17.00	1,700.00
Loose Riprap	2,800 cu. yd.	7.00	19,600.00
Concrete Manholes	3 only	800.00	2,400.00
Drop Manholes	1 only	900.00	900.00
Concrete Inlets, Type "F"	4 only	100.00	400.00
Concrete Curbs	18 cu. yd.	50.00	900.00
Concrete Walks	290 sq. yd.	7.50	2,175.00
Extra for A. C. Concrete Curbs	400 lin. ft.	1.50	600.00
Type 2 Barricade	50 lin. ft.	5.00	250.00

Pier Construction

Shoring, Cribbing, etc.	All Required		602,000.00
Structural Excavation	49,000 cu. yd.	2.50	122,500.00
Structural Excavation Below Elevation Shown	990 cu. yd.	5.00	4,950.00
Furnish & Drive Test Piles, Piers 2E & 2W	4 only	2,500.00	10,000.00

Furnish & Drive Test Piles, Pier 1E	2 only	$4,500.00	$ 9,000.00
Furnish & Drive Test Piles, Pier 1W	2 only	2,500.00	5,000.00
Furnish & Drive Additional Test Piles, Piers 2E & 2W	2 only	2,500.00	5,000.00
Furnish & Drive Additional Test Piles, Pier 1E	1 only	3,500.00	3,500.00
Furnish & Drive Additional Test Piles, Pier 1W	1 only	2,500.00	2,500.00
Pile Loading Tests	4 only	4,000.00	16,000.00
Additional Pile Loading Tests	4 only	3,500.00	14,000.00
Furnish 14 BP 102 Steel Piling, Piers 1W, 2W & 2E	71,900 lin. ft.	7.00	503,300.00
Drive Steel Piles, Piers 1W, 2W and 2E	986 only	135.00	133,110.00
Splice Piles	100 only	25.00	2,500.00
Tremie Seal Concrete	4,600 cu. yd.	25.00	115,000.00
Class "A" concrete	38,000 cu. yd.	29.00	1,102,000.00
Reinforcement	1,950,000 lb.	0.13	253,500.00
Structural Steel	All Required		200,000.00
2-inch Electrical Conduit	250 lin. ft.	2.25	562.50
3-inch Electrical Conduit	500 lin. ft.	3.50	1,750.00
5-inch Standard Steel Pipe	30 lin. ft.	11.00	330.00
10-inch Standard Steel Pipe	330 lin. ft.	18.00	5,940.00
10-inch Cast Iron Pipe	180 lin. ft.	13.00	2,340.00
			$3,370,071.50

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 1,000.00
Work by SP & S Railway Company	All Required	23,757.00
Railroad Protective Cost, SP & S Railroad	All Required	11,000.00
Railroad Protective Cost, P. T. Railroad	All Required	300.00
Railroad Protective Cost, UPRR Railroad	All Required	7,000.00
		$ 43,057.00

Subtotal	$3,413,128.50
10% Engr. & Cont.	341,312.50
Total	$3,754,441.00

Length of Structure - - - - 0.409 mile

Retained in Program Status

Furnish and Drive Steel Piles	All Required	$ 362,500.00
Work by P. T. R. R.	All Required	25,000.00
Work by U. P. R. R.	All Required	3,000.00
City of Portland Water	All Required	17,000.00
Construct Breasting Dolphin	All Required	5,000.00
	Subtotal	$ 412,500.00
	10% Engr. & Cont.	41,250.00
	Total	$ 453,750.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Piers	$3,754,441.00	$3,463,700.00	$290,741.00
Retained in Program	453,750.00	418,300.00	35,450.00
Total	$4,208,191.00	$3,882,000.00	$326,191.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

Prefix 626-1095

FREMONT BRIDGE (PIERS)

PROJECT NO. I-405-8(36)303

Railroad Protective Cost

S. P. & S. Railroad
Two man flagging crew for 8 months
One man flagging crew for 2 months

Wages			
Foreman	8 mo.	$504.37	$ 4,034.96
Laborers	10 mo.	448.54	4,485.40
			$ 8,520.36
30% Payroll Additives			2,556.11
			$11,076.51
State will pay up to			$11,000.00

P. T. Railroad
One flagman for two weeks

Wages			
Laborer	10 days	$22.43	$ 224.30
34% Payroll Additives			76.26
			$ 300.52
State will pay up to			$ 300.00

U. P. Railroad
Engineer-Inspector for six months
Flagman for two months

Wages			
Engineer-Inspector	6 mo.	$767.00	$ 4,602.00
Foreman	2 mo.	495.60	991.20
			$ 5,593.20
30% Payroll Additives			$ 1,677.96
			$ 7,271.16
State will pay up to			$ 7,000.00

Work by S. P. & S. Company

1. Construct Crossing	
Labor	$ 7,245.00
Material	13,373.00
Material Retired	(1,274.00)
	$19,344.00
2. Removal Work	
Labor	$ 2,861.00
Material	1,552.00
	$ 4,413.00
Total	$23,757.00

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 3-59	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 3-17-68	COUNTY Multnomah
		PROJECT NO. I-405-8(16)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fremont Bridge (Piers) on the Stadium Freeway Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-10-68	.409
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,734,311	$ 3,445,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Assistant~~ State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer March 18, 1968

Oregon State Highway D rtment

F eral-Aid
P ject No. I-405-8(16)303

FREMONT BRIDGE (PIERS) ON THE STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

Project agreement estimate.

Salem, Oregon, March 4, 1968

Type Code X97A
Bridge Piers #2529 (Sta. FR^3 346+20.50 to Sta. FR^3 367+79.50)(Contract No. 7126)

Roadway

Demolition and Removal Work	All	Required		$ 150,000.00
General Excavation, Unclass.	900	cu.yd.	$ 3.50	3,150.00
Trench Excavation	340	cu.yd.	10.00	3,400.00
Watering	34	M-gal.	6.00	204.00
Stone Base	1,200	cu.yd.	4.60	5,520.00
Bituminous Base Mixture	1,100	ton	7.00	7,700.00
Asphalt in Bituminous Base	50	ton	30.00	1,500.00
Class "B" Asphalt Concrete	660	ton	9.00	5,940.00
Class "A" Concrete in Walls	490	cu.yd.	80.00	39,200.00
Reinforcement in Walls	22,000	lb.	0.14	3,080.00
Reinforced Concrete Slab	All	Required		2,700.00
Reconstruct Timber Dock	All	Required		2,000.00
8-inch Storm Sewer Pipe	190	lin.ft.	5.00	950.00
12-inch Storm Sewer Pipe	170	lin.ft.	6.00	1,020.00
18-inch Encased Sanitary Sewer Pipe	100	lin.ft.	17.00	1,700.00
Loose Riprap	2,800	cu.yd.	7.00	19,600.00
Concrete Manholes	3	only	800.00	2,400.00
Drop Manhole	1	only	900.00	900.00
Concrete Inlets, Type "F"	4	only	100.00	400.00
Concrete Curbs	18	cu.yd.	50.00	900.00
Concrete Walks	290	sq.yd.	7.50	2,175.00
Extra for A.C. Concrete Curbs	400	lin.ft.	1.50	600.00
Type 2 Barricade	50	lin.ft.	5.00	250.00

Pier Construction

Shoring, Cribbing, etc.	All	Required		602,000.00
Structural Excavation	49,000	cu.yd.	2.50	122,500.00
Structural Excavation Below Elevation Shown	990	cu.yd.	5.00	4,950.00
Furnish & Drive Test Piles, Piers 2E & 2W	4	only	2,500.00	10,000.00
Furnish & Drive Test Piles, Pier 1E	2	only	4,500.00	9,000.00
Furnish & Drive Test Piles, Pier 1W	2	only	2,500.00	5,000.00
Furnish & Drive Additional Test Piles, Piers 2E & 2W	2	only	2,500.00	5,000.00
Furnish & Drive Additional Test Piles, Pier 1E	1	only	3,500.00	3,500.00
Furnish & Drive Additional Test Piles, Pier 1W	1	only	2,500.00	2,500.00

Pile Loading Tests	4 only	$4,000.00	$ 16,000.00
Additional Pile Loading Tests	4 only	3,500.00	14,000.00
Furnish 14 BP 102 Steel Piling, Piers 1W, 2W & 2E	71,900 lin.ft.	7.00	503,300.00
Drive Steel Piles, Piers 1W, 2W and 2E	986 only	135.00	133,110.00
Splice Piles	100 only	25.00	2,500.00
Tremie Seal Concrete	4,600 cu.yd.	25.00	115,000.00
Class "A" Concrete	38,000 cu.yd.	29.00	1,102,000.00
Reinforcement	1,950,000 lb.	0.13	253,500.00
Structural Steel	All Required		200,000.00
2-inch Electrical Conduit	250 lin.ft.	2.25	562.50
3-inch Electrical Conduit	500 lin.ft.	3.50	1,750.00
5-inch Standard Steel Pipe	30 lin.ft.	11.00	330.00
10-inch Standard Steel Pipe	330 lin.ft.	18.00	5,940.00
10-inch Cast Iron Pipe	180 lin.ft.	13.00	2,340.00
			$3,370,971.50

Additional Items

Flagging (60% of Contractor's Cost)	All Required	1,000.00
Work by SP & S Railway Company	All Required	23,757.00
		$ 24,757.00
	Subtotal	$3,394,828.50
	10% Engr. & Cont.	339,482.50
	Total	$3,734,311.00

Length of Structure - - - - - - - 0.409 mile

Retained in Program Status

Furnish and Drive Steel Piles	All Required	$ 362,500.00
Railroad Protection Cost S.P. & S. Railroad	All Required	11,000.00
Railroad Protection Cost P.T. Railroad	All Required	300.00
Railroad Protection Cost UPRR	All Required	7,000.00
Work by P.T.R.R.	All Required	25,000.00
Work by U.P.R.R.	All Required	3,000.00
City of Portland Water	All Required	17,000.00
Construct Breasting Dolphin	All Required	5,000.00
	Subtotal	$ 430,800.00
	10% Engr. & Cont.	43,080.00
	Total	$ 473,880.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Piers	$3,734,311.00	$3,445,000.00	$289,311.00
Retained in Program	473,880.00	437,000.00	36,880.00
Total	$4,208,191.00	$3,882,000.00	$326,191.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

FREMONT BRIDGE (PIERS)

PROJECT NO. I-405-2(16)301

Railroad Protective Cost

S. P. & S. Railroad
Two man flagging crew for 8 months
One man flagging crew for 2 months

Wages	
Foreman 8 mo. $504.37	$ 4,034.96
Laborers 10 mo. $448.54	4,485.40
	$ 8,520.36
30% Payroll Additives	2,556.11
	$11,076.51
State will pay up to	$11,000.00

P. T. Railroad
One Flagman for two weeks

Wages	
Laborer 10 days $22.43	$ 224.30
34% Payroll Additives	76.26
	$ 300.52
State will pay up to	$ 300.00

U. P. Railroad
Engineer-Inspector for six months
Flagman for two months

Wages	
Engineer-Inspector 6 mo. $767.00	$ 4,602.00
Foreman 2 mo. $495.60	$ 991.20
	$ 5,593.20
30% Payroll Additives	$ 1,677.96
	$ 7,271.16
State will pay up to	$ 7,000.00

Work by S. P. & S. Company

1. Construct Crossing		
Labor		$ 7,245.00
Material		13,373.00
Material Retired		(1,274.00)
		$19,344.00
2. Removal Work		
Labor		$ 2,861.00
Material		1,552.00
		$ 4,413.00
	Total	$23,757.00

RECEIVED
APR 3 - 1970

FOR FILING

I-405-8(16)303
7124

April 2, 1970

8333

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Fremont Bridge Piers
Contract 7124
FAP I-405-8(16)303
PA9 Memo 3/19/70 (08-35-DA) Pier 1E

Contract special provisions for Pier 1E are quoted as follows:

"105.33 Preparation of Foundations for Footings. The concrete for Pier 1E footing shall be placed against undisturbed earth. If the contractor elects to use a cofferdam he may place concrete against the sheet piling. The sheet piling shall be of the permanent type and shall be left in place after completion of the work."

You are aware by previous correspondence that the contractor was unable to properly dewater the foundation and that seal was poured. The foundation was dewatered, and in accordance with the specifications set up by the consultant and approved by the Bureau, pouring of the footing preceded pouring against the sheet piling. This was a procedure which was specified and in which the contractor had no latitude to revise.

The project engineer elected to follow the consultant's recommendation of pouring against the piling. The net result was inevitable; namely, the concrete pressure from within loosened the sheeting to the point where water infiltration was objectionable.

In analyzing the situation, it appeared that both the contractor and the engineer were equally at fault in letting the matter proceed to a point where unsound concrete occurred and was of necessity removed.

On this basis, a settlement was achieved wherein the cost was equally shared.

The repair work consisted of an investigation by coring and visual inspection to determine limits of unsound concrete, removal of the unsound concrete by conventional methods, replacement of the material removed, and an attempt to pressure grout the areas affected. Less than an estimated four cubic feet of grout were pumped. This indicates that the defective concrete was removed back to sound concrete and that the removal and corrective work was satisfactory.

In view of the fact that the work was proceeding under plans and specifications approved by the Bureau and was proceeding, in fact, in that matter because of Bureau of Public Roads' earlier questioning of the need for sheet piling and seal, it appears reasonable that the Bureau should participate in the settlement of this claim.

I ask your reconsideration on these grounds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Marchant

CAG:dh/TE:sr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 19, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

EDWARDS

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge Piers
Price Agreement No. 9 and Time Extension

The information contained in Mr. Edwards' March 16 letter as well as previously submitted information regarding the problem encountered at Pier 1E has been thoroughly reviewed.

The State's decision to bear one-half of the expense of the corrective work is considered a compromise to both facilitate the progress of the work and preclude the possibility of the contractor submitting a claim for the entire cost of removing the unacceptable concrete. While we agree that the action taken by the State may have been appropriate under the existing conditions we do not agree that the extra work ordered by the State imposed conditions that made quality work difficult or impossible to achieve.

Since the problem did not arise from inadequate contract provisions we are unable to participate in Price Agreement No. 9 as a contingency item chargeable to the project. For the same reasons we are unable to approve a time extension covering the 13 days involved in performing the corrective work.

RECEIVED
MAR 24 1970
BRIDGE DIVISION

RECEIVED
MAR 20 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 16 1970

3-2-70

FOR FILING

I-405-8(16)303

7124

OSHD (Klaboe)
OSHD (Edwards)
Region
Wash DC

FORM PR-33B

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 8	Report No. 20	County Multnomah	Division Oregon
Date of Inspection 3-2-70	Inspection Made By W. N. Bryant, Area Engineer		Project No. I-405-8(16)303
In Company With Al Rear, Asst Br Engr, Ed Hardt, Asst Div Engr, Bob Shotwell, Res Engr, OSHD			
Quality of Work* Satisfactory	Progress of Work See Below	Time Elapsed 110.5 %	Work Completed 100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

NOTED
R. L. PORTER

FREMONT BRIDGE SECTION
STADIUM FREEWAY
Pier Construction

All contract work was completed in reasonably close conformity with the plans and specifications including authorized changes on February 24, 1970 at a final estimated cost of $4,014,449.41, approximately 0.05% under the authorized amount of $4,035,655.71. The final cost of completing the original bid items as well as overruns and underruns will be covered in the Final Report.

A total of 672 calendar days were used to complete the work as compared to the original 425 calendar days allowed under the contract. An additional 218 calendar days were approved during the life of the contract leaving 29 calendar days for which liquidated damages are to be assessed.

During the life of the contract a total of 8 price agreements and 9 extra work orders were approved covering necessary changes.

Ten subcontracts in the total amout of $297,572 or approximately 9% of the contract bid amount were approved during the life of the contract.

Test reports and materials certifications indicate that the materials incorporated into the work were in reasonably close conformity with the plans and specifications.

No measurements were made during this inspection; however, dimensional checks were made periodically during progress of the work and the results recorded in prior construction reports.

Acceptance of the project is recommended.

NOTED
F.B. KLABOE

RECEIVED
MAR 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

orig cc to
Morgan 3-13-70

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
MAR 17 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-405-8(16)303
7124

March 2, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7124
Prefix 626-1095
FAP I-405-8(16)303

Dear Sir:

The work under Contract No. 7124, Fremont Bridge Section of the Stadium Freeway in Multnomah County, was completed on February 23, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 3-6-70

Conditions noted on above date:

None: Final Inspection on 3-2-70.

R. E. Simpson
Division Engineer

JK:fw

cc Forrest Cooper
F. D. Morgan

RECEIVED
MAR 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-405-8(16)303
7124

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Fremont Bridge Piers	WEEK ENDING: February 28, 1970
		SECTION PREFIX 26-1095
	HIGHWAY Stadium Freeway	COUNTY Multnomah
NAME OF JOB Fremont Bridge Piers	KIND OF WORK Pier Construction	
CONTRACTOR [illegible] Kiewit Sons' Co.	CONTRACT NUMBER 7124	FEDERAL AID PROJECT NUMBER I-405-8(16)305
DATE OF CONTRACT 2-27-68	DATE WORK STARTED 3-11-68	ESTIMATED COMPLETION DATE 2-23-70
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 608	CALENDAR DAYS USED [illegible]
PROJECT AUTHORIZATION: $4,344,605.43	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED [illegible]
EXCLUSIVE OF ENGINEERING: $4,035,655.71	ENGINEERING AUTHORIZATION $308,949.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.00%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,014,449.41	ENGINEERING COST TO DATE $216,084.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100.00%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.55 %	PERCENT OF AUTHORIZATION 69.9%	DATE PROJECT WAS COMPLETED: February 23, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Does Not Apply				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED		Does Not Apply			
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Roller, cat, paving machine, misc/ tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2529		[illegible]					
PERCENT	100.0000%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		Does Not Apply		
MONDAY	Fair		0	Project was completed.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 2 1970
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	lW: Placed asphalt over-lay on Ramp A. Placed base rock & 3" Asphalt on Ramp B. Patched dock commission dock with hot asphalt mix. Graded area around pier.
TUESDAY	2W: Placed bac fill around Pier 2E. All work Complete.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: ALL WORK ON THIS PROJECT COMPLETE.

1101 North Russell St.
Portland, Oregon 97227

SIGNED ______________________ LOCATION ______________
Ted [illegible], Jr., Ass't. Gen. Mr. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JAN 14 1970

FOR FILING

I-405-8(16)303
7124

January 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Re: Fremont Bridge Piers
Contract No. 7124
FAP I-405-8(16)303

Dear Sir:

Reference is made to our letter of July 29, 1969 wherein we requested your concurrence of a 183-day extension of time without assessment of liquidated damages and your memo of August 8, 1969 (08-35.1), concurring in our request.

In reviewing the contractor's claim for Item 7 of our letter of July 29, we inadvertently deducted seven days for seal curing time since the seal was not available during this time. Since the seal was added to the contract, all delay connected with it is reason for additional time and the seven days should not have been deducted.

Two additional items of delay claimed by the contractor merit consideration. The contractor's claim and our comments concerning each are as follows:

CONCRETE REMOVAL AT PIER 1E

Contractor: This item is new and in addition to our letter of June 3, 1969. We poured the second footing block at P-1E on September 5, 1969, and would have poured the center, third block on September 12, 1969. On September 8, 1969, we were notified that no further concrete pours could be made at P-1E until the concrete in the first footing block had been repaired. The repair work was started and not completed until

September 29, 1969. From September 13, 1969 to September 29, 1969, is 17 calendar days, for which we request an extension of time for the performance of the contract for this 17 calendar days.

State: The contractor's report on this item fails to mention a letter to him dated September 16 which allowed him to make the third block pour as soon as the removal work did not conflict with this pour. The pour was made on September 25. Since the earliest he might have made this pour without the interference from the removal work was September 12, there was a 13-day delay.

PIER 1E SEAL CLEANUP

Contractor: We started P-1E seal cleanup on July 28, 1969 and completed this work, including steel pile work which is also extra work on August 22, 1969, for a total of 28 calendar days for which we request an extension of time for the performance of the contract.

State: According to our records, seal cleanup started on July 28 and was completed, including steel pile work which is also extra work, on August 22, a total of 28 days, allowing two days for the adjacent weekends.

In summary, the contractor is entitled to an additional seven days for seal-cure time, 28 days for seal cleanup time and 13 days for concrete removal time for a total of 48 days without assessment of liquidated damages.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 48-day extension without assessment of liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
F. D. Morgan

CAG:dh ja

I-405-8(16) Fremont Br. Section of the 1968
303 Stadium Frwy. in Ptld. (Bridge
#7124 pier const. & street reloc.) #1

RR 654

Form 2-300-5M

RECEIVED
JAN 1? 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-405-8(16)303
N24

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1-12-70
Contingent upon modification of project agreement if additional funds are required

TITLE Dist. Engineer
DATE 12 JAN 1970
BUREAU OF PUBLIC ROADS

Project Name: Fremont Bridge ~~Piers~~
Highway: Stadium Freeway
County: Multnomah
Contractor: Peter Kiewit Sons' Company
Address: P.O. Box 1777, Vancouver, Washington 98663

Date: December 29, 1969
Contract No.: 7124
Prefix: 626-1095
F. A. Project No.: I-405-8(16)303
Order No.: 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish special backfill material.

1. Maximum equipment rental rates allowable as per AGC Agreement.
2. Percentage allowed contractor is in accordance with executed contract.

Location by station numbers:

Pier 1W & vicinity of Terminal No. 1 Dock area.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

350 Cu. Yd. @ $2.75/Cu.Yd. X 1.15 = $1,106.88

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Material originally excavated from area became to saturated to properly backfill and compact. This Special Backfill material is to be placed adjacent to downstream face of pier and under Dock Commission Terminal No. 1 Slab. Work was performed Dec. 19, 1969. Approved by BPR on 12/19/69.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 4,344,605.43
Present estimate of project cost, including $ 1,106.88 for work under this order	$ 4,432,300.30
Expected ~~under-run~~ over-run amount	$ 87,694.87
Expected ~~under-run~~ over-run per cent	2.02

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Division Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approved: .... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

Construction

Ref. to McGuire 1-14-70

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DEC 3 - 1969

OREGON STATE
HIGHWAY DEPARTMENT

November 28, 1969

Peter Kiewit Sons' Co.
P.O. Box 1777
Vancouver, Washington 98663

Attention: Mr. Ronald Johanson

Gentlemen:

Contract 7124
Fremont Bridge Piers

This will confirm the events of November 26 regarding the repairs to the Commission of Public Dock's shear leg crane anchorage adjacent Pier 1W of the Fremont Bridge.

You have assured us that these repairs will be completed by December 5, 1969. It is mandatory that this be done as the Commission of Public Docks has a consignment for the crane due in Portland December 7. Mr. Eschbach has notified the ship captain that the crane will be operational by the time the ship arrives.

As a condition to the acceptance of the crane repairs by the Commission of Docks the crane must be load tested. You are hereby directed to make this load test, and you have indicated that this can be made on December 3 or 4. Mr. Bill Morris of the Dock Commission will make the necessary arrangements for the anchor blocks and slings required for the test. You have indicated that the barge used for the test has already been reserved from Willamette-Western Co. If you feel this work is beyond the obligation of your crane repair responsibility, your claim for the cost of the work will be considered by the Highway Department.

You are urged to take whatever steps are necessary in order to complete the anchorage repairs, including load testing, by December 5, in order that the Dock Commission's commitment can be met.

Yours very truly,

A. E. Johnson
Metropolitan Engineer
by

Edward L. Hardt
Assistant Metropolitan Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

ELH:lh
cc: A.M. Eschbach
Commission Public Docks
Tom Edwards
Ivan Merchant
Robert Shotwell

TOM EDWARDS

Form A-105—5M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 10/10/69
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 12 NOV 1969
Order No. 12
U. S. BUREAU OF PUBLIC ROADS

Project Name Fremont Bridge ~~Piers~~
Date October 14, 19 69
I-405-8(16)303
Highway Stadium Freeway
Contract No. 7124
F. A. Project No.
County Multnomah
Prefix 626-1095
Account No. 278-12

Description of Work To Be Done:

Stripe N.W. 14th Ave. to N.W. Thurman St. connection.

Location by Station Numbers:

FB_3 368 + 22.00

Estimate of Quantities and Costs:

Stripe 14th & Thurman connection.	$200.00

Explanation:

Construction of Pier 2W necessitated the relocation of the N.W. 14th Ave. - N.W. Thurman St. intersection. This order provides for striping the new connection by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,344,605.43
Present estimate of project cost, including $200.00 for work under this order	$4,527,927.66
Expected over-run (amount)	$183,322.23
Expected over-run (per cent)	4.2

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: ~~Construction Engineer or~~ Bridge Engineer

Approval Recommended: ~~Assistant~~ Division Engineer

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ ~~Office~~ Engineer.
Construction

~~This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.~~

State Printing

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I 405-1(4) 363

7124

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 3, 1969

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98663

Gentlemen:

Re: Fremont Bridge Piers
Contract No. 7124
Shear Leg Crane Anchorage Repairs

At the meeting in Portland on September 29 in the Metropolitan Engineer's office there was considerable discussion of repairs to the Commission of Public Docks shear leg crane anchorage. At this meeting it was determined that under the terms of Contract 7124 Peter Kiewit Sons' Company were responsible to the Highway Department for repairs to the crane anchorage and that the Highway Department in turn must satisfy the Commission of Public Docks on the extent and type of repairs.

On October 2, 1969, the Highway Department received a drawing prepared by your consultant, John A. Talbot, Inc., Consulting Engineers, and designated as Drawing No. 2 with dates of September 30, 1969, and October 1, 1969.

The proposed method of repair has been discussed with the Commission of Public Docks and has their general approval. This letter is to confirm a phone call to your Mr. Ronald Johansen from the writer on October 2. In general the repairs are to consist of the following:

1. Add a fifth anchor rod of the same size and spacing as the four existing anchor rods, except in a 33'-0" length with the rod grouted with expanding grout and test loaded.

2. Remove and repour top of anchor block to support the equalization shoe proposed by your consultant and add a minimum of 4 - 3/4 ø hoops with intermediate transverse ties.

3. Pressure grout any voids at the base or sides of the anchor block.

NOTED
TOM EDWARDS

4. Sheet piling on the downstream face of your existing cofferdam to remain in place.

The proposed method of repair is predicated on the use of a equalization shoe and pin to distribute the backstay tension load to the five anchor rods. It will be your consultant's responsibility to design and detail the shoe. The design should provide for sufficient stiffness in the shoe to properly distribute the backstay load from a 150 ton hook load plus 20% impact. A method must be devised to anchor the shoe to the new anchor block independently of the five anchor rods. Specifications and details of design should follow the Highway Department's specifications for bridge design and construction. This design must be approved by the Highway Department prior to its fabrication.

After fabrication the shoe should be stress relief annealed and cleaned and painted two coats of a zinc rich paint. The new anchor rods should be 2' shorter then the existing anchor rods to preclude any damage to the cast iron anchor base of the existing four rods.

An examination is to be made of the connection between the timber strut from the shear leg crane and the concrete strut to the anchor block with a possibility that some corrective work may have to be done at the junction of the timber and concrete strut. This will be determined in the very near future and you will be advised of our findings.

As soon as your consulting engineer has prepared the necessary detail drawings for the equalization shoe and connections to the existing sheave pin, please submit six prints to this office for checking. At that time we would also like to have your method of accomplishing the required grouting as listed in Item 3 above. It is suggested that Intrusion Prepak, or the Lee Truzzilo Company be retained for the grouting operations.

Upon the successful completion of the repairs as listed above and as mentioned for the possible repairs at the strut connection, Peter Kiewit Sons' Company will be relieved of any future responsibility for the anchor block. The Dock Commission is very anxious to get these repairs to the anchor block made at the earliest possible time and the State will be looking forward to receiving the above requested material as soon as possible. All other necessary repairs and replacements in

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STATE HIGHWAY ENGINEER

the yard area are to be delayed until completion of the pier with the State having the responsibility of returning the shear and boom supports to a level position.

Yours very truly,

[illegible]
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

IDM:jf

cc: Tom Edwards ✓
A. E. Johnson
Bob Shotwell

FORM E-125

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

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OCT 1 - 1969

I-405-8(16)303
7124

Portland, Oregon 97227
September 19, 1969

RE: Shear Leg Crane
Fremont Bridge Piers
Contract No. 7124
Bridge No. 2529
Prefix No. 526-1035
F.A.P. No. I-405-8(16)303

Peter Kiewit Sons' Company
P.O. Box 3051
Portland, Oregon 97208

Attention: Herb Lane

I am enclosing the Dock Commissions reply to your submission of corrective work for the Dock Commission's crane facilities.

Your repair proposal has been rejected for the reasons stated in the enclosed letter. Repairs should be commenced in accordance with the Dock Commissions "Outline for Remedial Work" or an acceptable alternate must be presented.

Please make your submission through this office at your earliest convenience.

Very Truly yours,

Robert E. Shotwell
Resident Bridge Engineer

RES:rer
CC: Ivan Merchant
A.E. Johnson
A.H. Lochbach
Files.

NOTED
TOM EDWARDS

P-K - Crane Work
Approved 3-1478 (Crane Letter 206)

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FOR FIL

I-405-X(16)303
7124

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1969

SUBJECT: Laboratory Reports
Assignment No. 3044-FBK

To:

3044

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

It is recommended the present policy of distributing laboratory reports to contractor's main business office be maintained.

Elimination or change in this procedure to have results submitted to his representative on the project would in a sense be a step backward. Test results have always been available to the contractor's representative at the Resident Engineer's office. The contractor's representative generally could care less as to the results unless failing results are called to his attention by the Resident. When a disagreement arose over the non-specification material, the contractor's first excuse for not correcting the deficiencies noted was that he was not aware of them even though we had evidence to prove his representative had been notified. Therefore, the practice of sending the contractor copies of the laboratory reports was instituted. To revert back to sending results to the various representatives on the project would defeat the original purpose intended.

FD Morgan
F. D. Morgan
Construction Engineer

MDG:fw
Attach.
cc John Jenkins

NOTED
LLOYD P. SHAW

Shaw
I couldn't agree more -
Fred

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STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

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SEP 3 1969
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

August 13, 1969

Peter Kiewit Sons' Co.
P. O. Box 3051
Portland, Oregon

Attention: Herb Lane

SUBJECT: Laboratory Reports

Dear Sirs:

Your letter addressed to Robert E. Shotwell dated August 12, 1969 concerning the distribution of Oregon State Highway Division Laboratory Reports has been received by this office.

It is, at this time, impractical due to our volume of reports to distribute laboratory reports for your various projects to more than one address.

The distribution of laboratory reports to the project contractors was initiated by this office several years ago as a convenience to the contractor. We are now considering the elimination of direct reporting to contractors in favor of having the project engineer furnish the testing report information to the contractor as was the past procedure.

If an address other than the above would be more convenient to you, please advise.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials & Research
by

R. C. ZITZEWITZ
Materials Office Engineer

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AUG 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RCZ:zf

cc: R. Shotwell
✓ L. Shaw

P.O. Box 3051
Portland, Oregon 97208

August 12, 1969

Oregon State Highway Dept.
1101 N. Russell St.
Portland, Oregon 97227

Attention: Mr. Robert E. Shotwell
Resident Bridge Engineer

Re: OSHD Contract No. 7124
Fremont Bridge Piers
Fremont Job No. 3994
Serial Letter J-72

Gentlemen:

Please send the Oregon State Highway Department Laboratory Reports, Form B-61-5m-1-64, directly to the jobsite addresses as follows:

OSHD Contract No. 7124
Fremont Bridge Piers
P.O. Box 3051
Portland, Oregon 97208

OSHD Contract NO. 7186
Highlands Inter-Vista Ridge Tunnel
P.O. Box 25427
Portland, Oregon 97225

Thank You.

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AUG 13 1969
MATERIALS DIVISION
OFFICE

Yours very truly,

PETER KIEWIT SONS' CO.

Herb Lane
Superintendent

HL/ree

cc: Res. Eng. (3)
Vancouver

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SEP 26 1969
FOR FILM

I-405-1(16)303
7124

#10

August 25, 1969

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington 98660

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, considered your request for an additional 238 calendar days on Contract No. 7124 for pier construction of the Fremont Bridge on the Stadium Freeway in Multnomah County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an additional 183 calendar days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

cc F. D. Morgan
I. D. Merchant
V. E. Skoog
A. E. Johnson
L. W. Rulien
Robert Shotwell
Bureau of Public Roads

[illegible] (12-67).

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 8, 1969

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(14)303, Fremont Bridge Piers
Time Extension

Edwards

Mr. Edwards' letter of July 29 supports the time extension of 183 calendar days on the subject project.

All items mentioned were caused by extra work. Your request is therefore approved.

Copy - Merchant

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AUG 11 1969
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

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AUG 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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BRIDGE [illegible]
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7124 Contractor Peter Kiewit Sons' Company

Highway Stadium Freeway

Section Fremont Bridge Piers

Kind of Work Pier Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~[illegible]~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend that an increase of ~~1[illegible]~~ 183 days be granted because of

(1) Added foundation work at Pier 1E,
(2) River stage above design elevation for seals.

Recommended for Approval:

Edward L Hardt
Assistant Division Engineer

Alfred A. Rea
~~Construction Engineer or~~ asst Bridge Engineer

asst State Highway Engineer

Contract No.	7124
Project designation (State-Federal)	Federal I-405-8(16)303
Date awarded	2/27/68
Work started	3/11/68
Per cent completed	63.8% (6/26/69) (Date)
No. of Workdays Allowed	425
No. of Workdays Used	~~459~~ 468 as of 7/5/69
No. of Added Workdays Requested	~~[illegible]~~ 183

SP*6296-734

[illegible] (Rev.)—5M—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 3, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 425 days to 663 days, within which to complete our Contract No. 7124, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheets, Items 1 through 8.

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By W. D. Hitt
W. D. Hitt

CONSENT OF SURETY

Date June 9, 1969

We, THE ÆTNA CASUALTY and SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Walter W. Wolf
Walter W. Wolf, Attorney-in-fact

(SEAL)

Resident Agent

Re: Fremont Job No. 3994 June 3, 1969

Calendar Days Requested for Increase of Contract Time -

Item 1. We were notified on June 6, 1968, that two additional test piles were required at P-1E. Work was started on these additional piling on June 10, 1968, and completed on July 14, 1968. We request an increase in contract time of 35 calendar days for this period.

Item 2. Bearing pile for Pier 1E were unloaded on Extra Work, August 8, 13, 14, 22, 26, 27, 30 and September 10, 1968. Excavation equipment and personnel were used for the unloading. This extended the excavation of Pier 1E by 8 workdays for which we request an increase in contract time of 10 calendar days.

Item 3. The plans for Pier 1E, sheet 6 of 16, specifies that the footing be poured against undisturbed soil. We planned to construct the pier in accordance with these plans knowing that for this to be done we would have to have the footing completed during the low-water period. This would have allowed the dike to be reinforced, in time, to handle the higher winter river flows.

Pier 1E location was such that the Willamette River, at low water stage, covered approximately one-fourth of the west side of the pier. We started the pier excavation and used the excavated material to construct a dike on the west side of the pier. The top of the dike was constructed to approximately elevation +14.

The distance between the edge of the pier and the harbor line did not allow the construction of a higher dike. In reaching elevation +14, we had to construct the outside toe of the dike beyond the harbor line in some places.

The dike, constructed to elevation +14, would have been more than adequate for the footing construction as planned.

When the excavation was approximately 95% completed, it was found that the amount of water coming into the excavation in the northeast corner would continue to wash away the slope in that area. We planned to let the slope take its natural repose and proceed with our work, however, a meeting with the Oregon State Highway Department brought out the information that the State wanted to drive permanent piles in the unwatered excavation and they would not accept the responsibility for any damage done to the slopes due to vibrations from the driving or any other causes. Under these new conditions, we stated our position in our serial letter V-66 and in the meeting of October 10 and 15, 1968, which is covered in Ed Hardt's memo to the files of October 17, 1968.

The cofferdam installation was started on October 29, 1968, and proceeded with the installation of two cofferdam frames.

Heavy rains starting on November 8, 1968, saturated the upper part of the dike. These heavy rains raised the river water level to a high of elevation +11.8 feet on November 12, 1968. Water started seeping through the dike at approximately elevation +6 in the northwest corner of the excavation. The flow increased all day so that we shut off the pumps to let the excavation fill with water. After the excavation was filled, and sometime during the night, a large section of the dike on the southwest corner slid into the hole.

Repair of the dike was started on November 15, 1968, and by November 21, 1968, the excavation was pumped to elevation -23 and 54 sheets were threaded on November 21, 1968. At 6 p.m. on November 21, 1968, because of heavy rains, another section of the dike in the southwest corner gave way, flooding the excavation, knocking over the 54 sheet pile and depositing approximately 4,000 cy of material over bottom of the hole. Work was again started on threading of sheet piles on November 27, 1968. The placing of sheet piles was very slow, as the lower frame was covered with 1' to 8' of washed in material and the top frame was under water for most of the work. Many sheets had to be pulled and redriven as the material over the lower frame would move toward the center of the cell and would move the sheets in so they would hit the lower frame during driving. The 4,000 cy of washed-in material had to be re-excavated under water. This was very slow, as the cofferdam frame work was under water and couldn't be seen, and there was the ever-present danger that the struts would be damaged and the cofferdam destroyed. The cofferdam and re-excavation was completed to allow work related to piledriving to start on January 24, 1969.

The addition of the two extra test pile under item 1 above and the unloading of permanent piling under item 2 above, delayed the excavation work at Pier 1E by 45 calendar days. Without this delay, the excavation and cofferdam work would have been completed before the first high water of November 12, 1968, as the work would not have had the problems caused by the washed-in material and the high water as stated in the previous paragraph.

For the reasons stated above, we request an extension of time for the performance of the contract covering the period of November 12, 1968, through January 23, 1969, a total of 73 calendar days.

Item 4. A meeting was held on January 23, 1969, with members of the Oregon State Highway Department. We were instructed at this meeting to lower the top frame of the P-1E cofferdam so a barge with pile driving equipment could safely float over the frame. The driving from a barge in this case was mutually agreed upon due to it being more economical and faster than using a trestle. This barge pile driving was possible since we had sectional pontoon barges available. We were also instructed to raise the lower frame as a seal was to be added and the frame could not be poured in the seal. The original plans specified a pier without a seal.

This extra work started on January 24, 1969, and was completed February 11, 1969. We request an extension of contract time of 19 calendar days for this period.

Item 5. The splicing of piling, on Extra Work, for Pier 1E was started on February 4, 1969, and the driving of the piles was completed on April 18,

1969. This was a total of 74 calendar days. There is an over-lapping of 8 calendar days between this item and item 4, therefore, we request an extension of contract time of 66 calendar days for project completion.

Item 6. Work was started on Pier 1E seal on April 19, 1969, and was completed April 24, 1969, for a total of 6 days. We request an extension of contract time of 6 calendar days for this additional work.

Item 7. The contract plans for this project, on sheet 7 of 16, stated that "the tremie seal has been designed for an assumed water level of Elevation +10.0'."

A letter, dated March 27, 1968, from the consulting engineers, Parsons, Brinckerhoff, Quade and Douglas, Inc., stated that this elevation of +10.0' is very critical during the construction of the footing. The engineers added a note to our Pier 1W cofferdam details asking for some method of automatically flooding the cofferdam when the water level of +10.0' is reached.

We were informed, when the seal was added to Pier 1E, that all conditions for Pier 1W seal applied to Pier 1E seal.

During the period of April 25, 1969, through May 24, 1969, a total of 29 calendar days, the water level was above +10.0', preventing us from unwatering the cofferdam and proceeding with the work. We, therefore, request an extension of contract time of 29 calendar days for the project completion.

Item 8. The river water level continues at above the elevation +10.0' and prevents us from working on P-1E at this time. We request an extension of contract time, for the project completion, covering the period starting May 25, 1969, and until the water level lowers below elevation +10.0' and the engineer gives his approval to unwater the seal.

RECAP. The total calendar days requested above is 238 days, plus the additional days requested under Item 8.

SEP 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

funds are req[illegible]
Date JUN [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Fremont Bridge	Date	August 21, 19 69
Highway	Stadium Freeway	Contract No.	7124
County	Multnomah	Prefix	626-1095
Contractor	Peter Kiewit Sons' Company	F. A. Project No.	I-405-8(16)303
Address	P. O. Box 1777, Vancouver, Washington 98663	Order No.	3 REVISED

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and drive 14BP117 Steel Bearing Piles at Pier 1E.

1. Maximum equipment rental rates allowable as per AGC Agreement.
2. Percentage allowed contractor is in accordance with the executed contract.

NOTED
F. B. KLABOE

Location by station numbers:

FB_3 Sta. 350 + 72.33 Pier 1E

Estimate of quantities and cost:

Furnish and Drive 14BP117 Steel Piling	$460,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

After driving two test piles, it was determined that foundation piling would be driven in Pier 1E. See "Special Provisions" page 32. Work has been performed.

(See back of this sheet).

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,344,605.43
Present estimate of project cost, including $460,000.00 for work under this order	$4,527,727.66
Expected ~~under-run~~ over-run amount	$183,122.23
Expected ~~under-run~~ over-run per cent	4.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~Construction~~ Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved: /s/ F. D. Morgan ✓ 9-15-69
Construction Engineer

SP*22877-734

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AUG 15 1969
FOR FILING

I-405-8(16)303
7124

August 14, 1969

Oregon State Highway Commission

Gentlemen:

Re: Request for Extension of Time
No. 10
August 19, 1969 meeting

Peter Kiewit Sons Company, contractor for the construction of the Fremont Bridge piers on the Stadium Freeway in Multnomah County, Contract No. 7124, has requested that he be granted an additional 238 calendar days without assessment of liquidated damages in which to complete the contract work. The contractor cites extra work added to the contract and high water in the Willamette River as the principal reasons for his failure to complete the work on time.

The contract allotted 425 calendar days to complete the work which forecast a completion date of May 23, 1969. The contract also provided that tests would be made on the east river bank pier to determine if piling could be driven and, if the tests so indicated, work of piling installation would be on an extra work basis. Time necessary for this work was not contemplated in establishing the completion date. Also, pier designs required seals, which were designed to be stable at river elevation 10.0. The river was above this level much later than usual. The addition of piling and the high water delayed operations a total of 183 calendar days.

These are conditions beyond the contractor's control and I recommend that the contractor be granted an additional 183 calendar days without assessment of liquidated damages. This will waive all liquidated damages to approximately November 22, 1969. Liquidated damages for time consumed beyond that date would be assessed. Based on a current estimated completion date of January 1, 1970, the assessment would be approximately $11,700. Determination of the actual amount will be made when the contract work is completed.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
V. E. Skoog
A. E. Johnson
L. W. Rulien

CAG:dh ja sr

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OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7124 Contractor Peter Kiewit Sons' Company

Highway Stadium Freeway

Section Fremont Bridge Piers

Kind of Work Pier Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend that an increase of ~~162~~ 183 days be granted because of

(1) Added foundation work at Pier 1E,
(2) River stage above design elevation for seals.

Recommended for Approval:

~~Assistant~~ Division Engineer

~~Construction Engineer of~~ Asst Bridge Engineer

Asst. State Highway Engineer

Contract No.	7124
Project designation (State-Federal)	Federal I-405-8(16)303
Date awarded	2/27/68
Work started	3/11/68
Per cent completed	63.8% (6/26/69) (Date)
No. of Workdays Allowed	425
No. of Workdays Used	~~459~~ 468 as of 7/15/69
No. of Added Workdays Requested	~~238~~ 183

[illegible]

E-[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June [illegible], 19[illegible]

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from [illegible] days to [illegible] days, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheets, Items 1 through [illegible].

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By W. D. Hitt
W. D. Hitt

CONSENT OF SURETY

Date June 9, 1969

We, THE ÆTNA CASUALTY and SURETY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Walter W. Wolf
Walter W. Wolf, Attorney-in-fact

(SEAL)

Resident Agent

Re: Fremont Job No. 3994 June 3, 1969

Calendar Days Requested for Increase of Contract Time -

Item 1. We were notified on June 6, 1968, that two additional test piles were required at P-1E. Work was started on these additional piling on June 10, 1968, and completed on July 14, 1968. We request an increase in contract time of 35 calendar days for this period.

Item 2. Bearing pile for Pier 1E were unloaded on Extra Work, August 8, 13, 14, 22, 26, 27, 30 and September 10, 1968. Excavation equipment and personnel were used for the unloading. This extended the excavation of Pier 1E by 8 workdays for which we request an increase in contract time of 10 calendar days.

Item 3. The plans for Pier 1E, sheet 6 of 16, specifies that the footing be poured against undisturbed soil. We planned to construct the pier in accordance with these plans knowing that for this to be done we would have to have the footing completed during the low-water period. This would have allowed the dike to be reinforced, in time, to handle the higher winter river flows.

Pier 1E location was such that the Willamette River, at low water stage, covered approximately one-fourth of the west side of the pier. We started the pier excavation and used the excavated material to construct a dike on the west side of the pier. The top of the dike was constructed to approximately elevation +14.

The distance between the edge of the pier and the harbor line did not allow the construction of a higher dike. In reaching elevation +14, we had to construct the outside toe of the dike beyond the harbor line in some places.

The dike, constructed to elevation +14, would have been more than adequate for the footing construction as planned.

When the excavation was approximately 95% completed, it was found that the amount of water coming into the excavation in the northeast corner would continue to wash away the slope in that area. We planned to let the slope take its natural repose and proceed with our work, however, a meeting with the Oregon State Highway Department brought out the information that the State wanted to drive permanent piles in the unwatered excavation and they would not accept the responsibility for any damage done to the slopes due to vibrations from the driving or any other causes. Under these new conditions, we stated our position in our serial letter V-66 and in the meeting of October 10 and 15, 1968, which is covered in Ed Hardt's memo to the files of October 17, 1968.

The cofferdam installation was started on October 29, 1968, and proceeded with the installation of two cofferdam frames.

Heavy rains starting on November 8, 1968, saturated the upper part of the dike. These heavy rains raised the river water level to a high of elevation +11.8 feet on November 12, 1968. Water started seeping through the dike at approximately elevation +6 in the northwest corner of the excavation. The flow increased all day so that we shut off the pumps to let the excavation fill with water. After the excavation was filled, and sometime during the night, a large section of the dike on the southwest corner slid into the hole.

Repair of the dike was started on November 15, 1968, and by November 21, 1968, the excavation was pumped to elevation -23 and 54 sheets were threaded on November 21, 1968. At 6 p.m. on November 21, 1968, because of heavy rains, another section of the dike in the southwest corner gave way, flooding the excavation, knocking over the 54 sheet pile and depositing approximately 4,000 cy of material over bottom of the hole. Work was again started on threading of sheet piles on November 27, 1968. The placing of sheet piles was very slow, as the lower frame was covered with 1' to 8' of washed in material and the top frame was under water for most of the work. Many sheets had to be pulled and redriven as the material over the lower frame would move toward the center of the cell and would move the sheets in so they would hit the lower frame during driving. The 4,000 cy of washed-in material had to be re-excavated under water. This was very slow, as the cofferdam frame work was under water and couldn't be seen, and there was the ever-present danger that the struts would be damaged and the cofferdam destroyed. The cofferdam and re-excavation was completed to allow work related to piledriving to start on January 24, 1969.

The addition of the two extra test pile under item 1 above and the unloading of permanent piling under item 2 above, delayed the excavation work at Pier 1E by 45 calendar days. Without this delay, the excavation and cofferdam work would have been completed before the first high water of November 12, 1968, as the work would not have had the problems caused by the washed-in material and the high water as stated in the previous paragraph.

For the reasons stated above, we request an extension of time for the performance of the contract covering the period of November 12, 1968, through January 23, 1969, a total of 73 calendar days.

Item 4. A meeting was held on January 23, 1969, with members of the Oregon State Highway Department. We were instructed at this meeting to lower the top frame of the P-1E cofferdam so a barge with pile driving equipment could safely float over the frame. The driving from a barge in this case was mutually agreed upon due to it being more economical and faster than using a trestle. This barge pile driving was possible since we had sectional pontoon barges available. We were also instructed to raise the lower frame as a seal was to be added and the frame could not be poured in the seal. The original plans specified a pier without a seal.

This extra work started on January 24, 1969, and was completed February 11, 1969. We request an extension of contract time of 19 calendar days for this period.

Item 5. The splicing of piling, on Extra Work, for Pier 1E was started on February 4, 1969, and the driving of the piles was completed on April 18,

1969. This was a total of 74 calendar days. There is an over-lapping of 8 calendar days between this item and item 4, therefore, we request an extension of contract time of 66 calendar days for project completion.

Item 6. Work was started on Pier 1E seal on April 19, 1969, and was completed April 24, 1969, for a total of 6 days. We request an extension of contract time of 6 calendar days for this additional work.

Item 7. The contract plans for this project, on sheet 7 of 16, stated that "the tremie seal has been designed for an assumed water level of Elevation +10.0'."

A letter, dated March 27, 1968, from the consulting engineers, Parsons, Brinckerhoff, Quade and Douglas, Inc., stated that this elevation of +10.0' is very critical during the construction of the footing. The engineers added a note to our Pier 1W cofferdam details asking for some method of automatically flooding the cofferdam when the water level of +10.0' is reached.

We were informed, when the seal was added to Pier 1E, that all conditions for Pier 1W seal applied to Pier 1E seal.

During the period of April 25, 1969, through May 24, 1969, a total of 29 calendar days, the water level was above +10.0', preventing us from unwatering the cofferdam and proceeding with the work. We, therefore, request an extension of contract time of 29 calendar days for the project completion.

Item 8. The river water level continues at above the elevation +10.0' and prevents us from working on P-1E at this time. We request an extension of contract time, for the project completion, covering the period starting May 25, 1969, and until the water level lowers below elevation +10.0' and the engineer gives his approval to unwater the seal.

RECAP. The total calendar days requested above is 238 days, plus the additional days requested under Item 8.

I-405-8(16)303

Form E-208—6M

RECEIVED
AUG 2? 1969

7/2/

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

U.S. Bureau of Public Roads

Project Name Fremont Bridge — Date August 13, 1969

Highway Stadium Freeway — Contract No. 7124

County Multnomah — Prefix 626-1095

Contractor Peter Kiewit Sons' Company — F. A. Project No. I-405-8(16)303

Address P. O. Box 1777, Vancouver, Washington 98663 — Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place sub base rock.

A. Maximum equipment rental rates allowable as per AGC agreement.

B. Percentage allowed contractor is in accordance with the executed contract.

Location by station numbers:

Sta. "F" 9+25 to Sta. "F" 9+84 Vic. of Pier 2W on N.W. 14th Ave.

Estimate of quantities and cost:

4-1/2" to 1-1/2" Sub base rock = $325.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

A soft and spongy area in roadway necessitated excavation below grade and backfilling with sub base material. Tentative approval was received from Herb Schell via telephone on August 6, 1969. Work was performed on August 7, 1969.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $4,344,605.43

Present estimate of project cost, including $325.00 for work under this order $4,445,227.66

Expected ~~under-run~~ over-run amount $100,622.23

Expected ~~under-run~~ over-run per cent 2.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell
Resident Engineer

Approval Recommended: /s/ Ivan D. Merchant
~~[illegible]~~ Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved: /s/ F. D. Morgan 5-22-?
~~State Highway Engineer~~

RECEIVED
AUG 12 1969
FOR FILE

Form FHWA 121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-405-8(14)303

7124

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 8, 1969

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(14)303, Fremont Bridge Piers
Time Extension

Edwards

Mr. Edwards' letter of July 29 supports the time extension of 183 calendar days on the subject project.

All items mentioned were caused by extra work. Your request is therefore approved.

Copy - [illegible]
8-11-69

RECEIVED
AUG 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 31 1969

FOR FILING

I-405-8(16)303
7124

July 29, 1969

Mr. R. B. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Fremont Bridge Piers
Contract No. 7124
FAP No. I-405-8(16)303

Dear Sir:

This contract allotted 425 calendar days to complete the work, which forecast a completion date of May 23, 1969. As of July 5, 1969, 468 calendar days have been charged and the work is approximately 65 percent complete. The estimated date for completion of the work is January 1, 1970, which will result in an overrun in time of approximately 222 calendar days.

The contractor has requested that he be granted an additional 238 calendar days without assessment of liquidated damages. His stated reasons for this request and our findings on each of the reasons are as follows:

ITEM 1 - ADDITIONAL TEST PILES

Contractor: We were notified on June 6, 1968 that two additional test piles were required at Pier 1E. Work was started on these additional piling on June 10, 1968 and completed on July 14, 1968. We request an increase in contract time of 35 calendar days for this period.

State: We agree that the additional test piles delayed contract work. We would recommend 38 days for this item.

ITEM 2 - UNLOADING PIER 1E PILING

Contractor: Bearing pile for Pier 1E were unloaded on Extra Work, August 8, 13, 14, 22, 26, 27 and 30 and September 10, 1968. Excavation equipment and personnel were used for the unloading. This extended the excavation of Pier 1E by eight workdays for which we request an increase in contract time of ten calendar days.

State: We find there was possible minor interference between unloading piling and contract work on four separate days. Recommend four days for this item.

ITEM 3 - DIKE AND COFFERDAM PROBLEMS AT PIER 1E

Contractor: The plans for Pier 1E, Sheet 6 of 16, specifies that the footing be poured against undisturbed soil. We planned to construct the pier in accordance with these plans knowing that for this to be done we would have to have the footing completed during the low-water period. This would have allowed the dike to be reinforced, in time, to handle the higher winter river flows.

Pier 1E location was such that the Willamette River, at low-water stage, covered approximately one-fourth of the west side of the pier. We started the pier excavation and used the excavated material to construct a dike on the west side of the pier. The top of the dike was constructed to approximately elevation +14.

The distance between the edge of the pier and the harbor line did not allow the construction of a higher dike. In reaching elevation +14, we had to construct the outside toe of the dike beyond the harbor line in some places.

The dike, constructed to elevation +14, would have been more than adequate for the footing construction as planned.

When the excavation was approximately 95 percent completed, it was found that the amount of water coming into the excavation in the northeast corner would continue to wash away the slope in that area. We planned to let the slope take its natural repose and proceed with our work; however, a meeting with the Oregon State Highway Department brought out the information that the State wanted to drive permanent

Contractor: (Cont'd) piles in the unwatered excavation and it would not accept the responsibility for any damage done to the slopes due to vibrations from the driving or any other causes. Under these new conditions, we stated our position in our serial letter V-66 and in the meetings of October 10 and 15, 1968, which are covered in Ed Hardt's memo to the files of October 17, 1968.

The cofferdam installation was started on October 29, 1968 and proceeded with the installation of two cofferdam frames.

Heavy rains starting on November 8, 1968 saturated the upper part of the dike. These heavy rains raised the river water level to a high of elevation +11.8 feet on November 12, 1968. Water started seeping through the dike at approximately elevation +6 in the northwest corner of the excavation. The flow increased all day so that we shut off the pumps to let the excavation fill with water. After the excavation was filled, and sometime during the night, a large section of the dike on the southwest corner slid into the hole.

Repair of the dike was started on November 15, 1968 and by November 21, 1968 the excavation was pumped to elevation -23 and 54 sheets were threaded on November 21, 1968. At 6 p.m. on November 21, 1968, because of heavy rains, another section of the dike in the southwest corner gave way, flooding the excavation, knocking over the 54-sheet pile and depositing approximately 4,000 cubic yards of material over the bottom of the hole. Work was again started on threading of sheet piles on November 27, 1968. The placing of sheet piles was very slow, as the lower frame was covered with one foot to eight feet of washed-in material and the top frame was under water for most of the work. Many sheets had to be pulled and redriven as the material over the lower frame would move toward the center of the cell and would move the sheets in so they would hit the lower frame during driving. The 4,000 cubic yards of washed-in material had to be re-excavated under water. This was very slow, as the cofferdam frame work was under water and couldn't be seen, and there was the ever-present

Contractor: (Cont'd) danger that the struts would be damaged and the cofferdam destroyed. The cofferdam and re-excavation was completed to allow work related to pile driving to start on January 24, 1969.

The addition of the two extra test piling under Item 1 above and the unloading of permanent piling under Item 2 above, delayed the excavation work at Pier 1E by 45 calendar days. Without this delay, the excavation and cofferdam work would have been completed before the first high water of November 12, 1968, as the work would not have had the problems caused by the washed-in material and the high water as stated in the previous paragraph.

For the reasons stated above, we request an extension of time for the performance of the contract covering the period of November 12, 1968 through January 23, 1969, a total of 73 calendar days.

State: It is our contention that the dike and cofferdam problems and delays experienced by the contractor were a result of his decisions and are not valid reasons for additional time. It should be noted that, contrary to the information in his fifth paragraph under this item, the natural slope of the material would not allow the work to proceed without some kind of shoring. Also, contrary to this paragraph, the contractor was informed of our wish to drive foundation piles for this pier before the excavation was made. Recommend no days for this item.

ITEM 4 - LOWER TOP FRAME AND RAISE LOWER FRAME PIER 1E

Contractor: A meeting was held on January 23, 1969 with members of the Oregon State Highway Department. We were instructed at this meeting to lower the top frame of the Pier 1E cofferdam so a barge with pile driving equipment could safely float over the frame. The driving from a barge in this case was mutually agreed upon due to it being more economical and faster than using a trestle. This barge pile driving was possible since we had sectional pontoon barges available. We were also instructed to raise the lower frame as a seal was to be added and the frame could not be poured in the seal. The original plans specified a pier without a seal.

Contractor: (Cont'd) This extra work started on January 24, 1969 and was completed February 11, 1969. We request an extension of contract time of 19 calendar days for this period.

State: Contractor claims 19 days for this work (from January 24 to February 11, inclusive). From January 23 to January 31, inclusive, no days were charged on account of inclement weather. Of the 11 days left, four were spent in lowering the top frame to accommodate the floating pile driver and seven were used to raise the bottom frame to clear the seal which was added to the pier. Recommend 11 days for this item.

ITEM 5 - SPLICING AND DRIVING PILING AT PIER 1E

Contractor: The splicing of piling, on Extra Work, for Pier 1E was started on February 4, 1969 and the driving of the piles was completed on April 18, 1969. This was a total of 74 calendar days. There is an over-lapping of eight calendar days between this item and Item 4; therefore, we request an extension of contract time of 66 calendar days for project completion.

State: The recommendation of 11 days for Item 4 above covers the first 11 days in February,1969, at the end of which time the cofferdam frame adjusting was complete. Under this item (5) contractor is requesting a blanket day-for-day increase from February 4 until conclusion of pile driving, April 18. Our records indicate that from February 12 to March 7, inclusive, although there was pile tipping going on, it did not interfere with contract work. Pile driving rigging work began March 8 and pile driving work concluded on April 18, a total of 42 days. Recommend 42 days for this item.

ITEM 6 - PIER 1E SEAL POUR

Contractor: Work was started on Pier 1E seal on April 19, 1969 and was completed April 24, 1969, for a total of six days. We request an extension of contract time of six calendar days for this additional work.

State: Contractor claims six days from April 19 to April 24, inclusive, for this work. Our records indicate work was completed on April 25. Recommend seven days be allowed.

ITEM 7 - CANNOT DEWATER SEALS WHEN RIVER IS ABOVE +10

Contractor: The contract plans for this project, on Sheet 7 of 16, stated that "the tremie seal has been designed for an assumed water level of elevation +10.0'".

A letter, dated March 27, 1968 from the consulting engineers, Parsons, Brinckerhoff, Quade and Douglas, Inc., stated that this elevation of +10.0' is very critical during the construction of the footing. The engineers added a note to our Pier 1W cofferdam details asking for some method of automatically flooding the cofferdam when the water level of +10.0' is reached.

We were informed, when the seal was added to Pier 1E, that all conditions for Pier 1W seal applied to Pier 1E seal.

During the period of April 25, 1969 through May 24, 1969, a total of 29 calendar days, the water level was above +10.0', preventing us from unwatering the cofferdam and proceeding with the work. We, therefore, request an extension of contract time of 29 calendar days for the project completion.

State: Contractor claims that he was prevented from dewatering the cofferdam at Pier 1W when the river was above elevation +10 by virtue of (1) the plans which state that the seal was designed for an assumed water level of +10 and (2) a letter from our consultant which returned the cofferdam plans for Pier 1W stating that the river elevation of +10 was very critical to the construction and adding that the cofferdam should be vented to allow for its flooding if the river reached +10.

By virtue of the Price Agreement which added the seal to Pier 1E, he claims (correctly) that all contract conditions which apply to the seal for Pier 1W also apply to the added seal. Incidentally, he was informed on June 3 that the seal for Pier 1W can safely stand dewatering with the river at elevation +13. The seal for Pier 1E was completed on April 25. Allowing seven days for curing, the starting date for

State: (Cont'd) this item would be May 2. The river was above elevation +10 from this date until June 23, when it stood at elevation 9.3. During the week of June 23 to June 30, it rose back up due to very heavy rains. On June 30 it stood at elevation 14. Pumping was started on July 21. Disregarding the several days in this week when the river was between elevation 10 and 14, the total elapsed calendar day count from May 2 to July 21 is 81 days. Recommend 81 days for this item.

SUMMARY

Item	Contractor's Request	State's Recommendation
1	35	38
2	10	4
3	73	0
4	19	11
5	66	42
6	6	7
7	29	81
TOTAL	238	183

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted an additional 183 calendar days without assessment of liquidated damages.

May I have your early consideration of this request, as the allotted calendar days have expired and we do not want to assess the contractor liquidated damages unfairly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jf ja

Form A-106—8M

8

STATE FORCES
NOT INVOLVED

7154

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

28 MAY 1969
U.S. Bureau of Public Road

Order No. 10

Project Name Fremont Bridge　Date July 28, 1969

Highway Stadium Freeway　Contract No. 7124　F. A. Project No. I-405-8(16)303

County Multnomah　Prefix 626-1095　Account No. 290-10

Description of Work To Be Done:

This order documents a credit to the contract for the sale of short steel piles cutoffs at Pier 1W & 2W and short steel pile cutoffs and misc. metal from Extra Work at Pier 1E.

RECEIVED
AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Location by Station Numbers:

Piers 1W, Pier 2W, and Pier 1E.

Estimate of Quantities and Costs:

State credit for sale of steel pile cutoffs and misc. metal. -$1,031.09

Orig to Morgan
cc to Shoog
8-20-69

Explanation: The above materials sold to the highest bidder as set forth in a letter from A. E. Johnson to Ivan Merchant on July 25, 1969. Sale was completed and check received on July 24, 1969.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,344,605.43
Present estimate of project cost, including $-1,031.09 CR for work under this order	$4,444,158.66
Expected XXXXXXXX over-run (amount)	$99,553.23
Expected XXXXXXXX over-run (per cent)	2.29%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for XXXXXXXXXXXXXXX Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved: /s/ F. D. Morgan
Construction XXXXXXXXXXXXXXXXXXXX Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUL 7 1969
FO

OREGON STATE
HIGHWAY DEPARTMENT

METROPOLITAN SECTION

[illegible]

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

July 2, 1969

Peter Kiewit Sons' Co.
P.O. Box 1777
Vancouver, Washington

Attention: Mr. W. D. Hitt

Gentlemen:

Fremont Bridge Piers

Your letter of June 30 regarding work at Piers 1W and 1E has been received. Attached to this letter was a copy of hydrographic readings purporting to show the river level in the Portland Harbor during June. The basic data used were continuous gauge readings taken from the Morrison Bridge gauge. To this you added 3.2 feet to convert to City of Portland Datum. This is incorrect. The Morrison Bridge gauge is 2.92 feet below the City datum. I point this out only to clear the record, since for our purposes the 0.3 feet error is inconsequential.

Your reasoning in your July 30th letter relies on retrospect to justify the fact that you were not ready to pump at Pier 1W when the river dropped to a workable level. Had it not been for four days of very heavy rains the river forecast of June 23 would have held up and work could have proceeded. Be that as it may, the point of my letter of June 24 was that, in my opinion, you were not doing the advance, preparatory work necessary before the dewatering could start.

Your letter states that you cannot understand why we can change a specification (design water stage for seal) and in turn expect you to take the additional risk involved without additional compensation. The purpose of this design change was to allow you to commence dewatering Pier 1W at an earlier date than otherwise would be allowable. This was intended to be a benefit to you to allow you to complete the work as rapidly as possible. Since there does not appear to be justification to grant you enough additional calendar days to complete the contract without assessment of liquidated damages, any time gained in starting work at Pier 1W, which is critical according to your time schedule, should be very beneficial to you.

NOTED
TOM EDWARDS

In the final analysis, it must be your decision as to when to start work on Pier 1W and 1E, bearing in mind that at your current production rate on the project there is a very strong possibility that you will be assessed damages due to late completion of the work.

A. E. Johnson
Metropolitan Engineer

by

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELM:lh

cc: Tom Edwards, w/Attach. ✓
Ivan Merchant, w/Attach.
Robert Shotwell

RECEIVED
JUL 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
HOME OFFICE - OMAHA, NEBRASKA
P. O. Box 1777
VANCOUVER, WASHINGTON 98663

June 30, 1969

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. Edward L. Hardt
Assistant Metropolitan Engineer

Re: OSHD Contract No. 7124
Fremont Bridge Piers
Fremont Job No. 3994
Serial Letter V-76

Gentlemen:

This is to answer your letter of June 24, 1969, concerning the work schedule on Piers 1W and 1E on the above referenced project.

One of the reasons given in our request for additional calendar days was not, as you state, that we felt that we could not unwater Piers 1W and 1E when the river elevation is above +10, but was the piers were specified not to be unwatered when the river elevation was above +10.

We have been informed that the design water stage for the Pier 1W seal was changed from elevation +10 to +13. We had told you that we felt our cofferdam would handle the water to elevation +16 but that we would have to do some checking of the design and actual field conditions prior to making a definite statement on what it would handle.

You point out the river elevations starting Friday (June 20 thru Monday and Tuesday (June 24) and a forecasted 2 day rise of one to one and one-half feet. We are enclosing a copy of the actual river elevations from May 28 thru June 30 which shows the river level is actually below elevation +13 for 4 working days, namely, June 23, 24, 25 and 26, and then went back above it.

You say it is difficult to understand why we are not vigorously pursuing the work for Pier 1E and 1W. From the information we received on the river forecast, we commenced work on Pier 1W on pump installation and cofferdam frame checking (including tying of the bottom frame to the support pile) in ample time to be ready to work when the river is fore-

METROPOLITAN ENGINEER
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cast to be safely within elevation +13. For your information only, we found a test pile casing thru the seal pour during a diver check of Pier 1W and have subsequently excavated and placed seal concrete in the void. You say that dewatering should have started last Monday (June 23) which we cannot agree with since the river level has risen above elevation +13 since that time. The river has not yet dropped to a safe, workable level, as we see it.

We have checked the design of our cofferdam at Pier 1W and feel it can withstand unwatering with the river level at elevation +13 or below. This cofferdam was originally designed and approved to meet the plans and specifications based on a river elevation of +10. We fail to understand why you can change the specifications during the course of the job and in turn expect us to take the additional risks involved without any additional compensation.

We are fully aware of the contract completion status and intend to make every reasonable effort towards it completion.

Yours very truly,

PETER KIEWIT SONS' CO.

W D Hitt

W. D. Hitt

WDH/hms

cc: Res. Eng. (3)
Job
File

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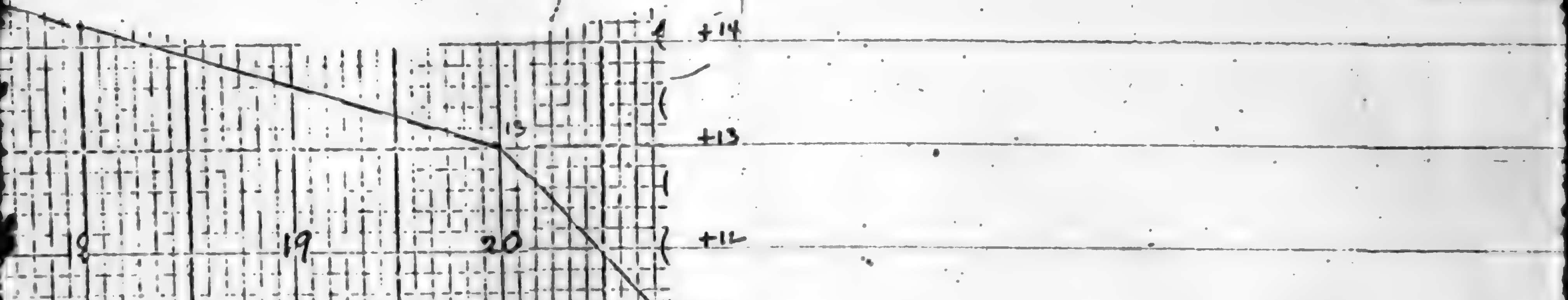
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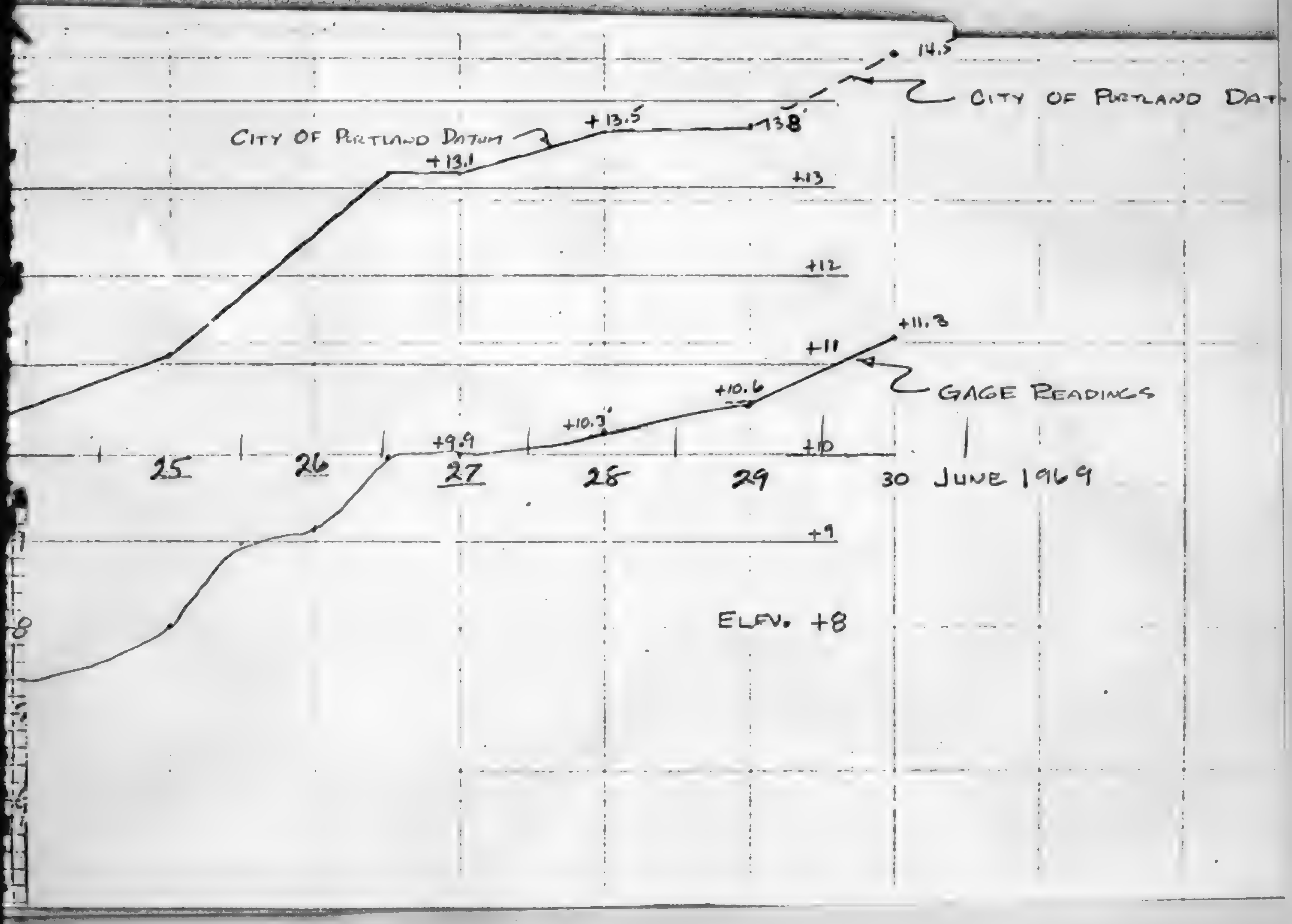
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JUN 26 1969
FOR FILE

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OREGON STATE HIGHWAY DEPARTMENT

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

June 24, 1969

Peter Kiewit Sons' Co.
P.O. Box 1777
Vancouver, Washington

Re: Fremont Bridge Piers
Contract 7124

Attention: Mr. W. D. Hitt

Gentlemen:

The Highway Department is presently processing your request for additional calendar days to complete Contract 7124, Fremont Bridge Piers. Currently, the work is about 65% complete with 457 calendar days used out of 425 allowed. None of the piers are complete.

One of the reasons given in your time request for the granting of additional calendar days is that you feel you cannot dewater Piers 1W and 1E when the river is above elevation +10. Incidentally, you have already been informed that the design water stage for the Pier 1W seal has been changed from elevation +10 to +13, and you have previously told us that your cofferdam is designed for water elevation of +16. Last Friday (June 20) the river elevation was 12.6; Monday it was 9.3 and today it is 10.1. The river forecast is for a two-day rise of one to one and a half feet and then gradual falling.

Under these conditions and particularly since you are presently being assessed liquidated damages as each day elapses, it is difficult to understand why you are not vigorously pursuing the work for Pier 1E and especially Pier 1W which you have told us is critical to the contract completion. Dewatering of the Pier 1W cofferdam should have started last Monday, but, at last word, you were still inspecting the cofferdam for soundness, and the pumps have not yet even been installed. This work should have been completed before the river dropped to a workable level. Instead, as late as last Friday (June 20), you told me you were then in the process of checking the design of the Pier 1W cofferdam to determine if it was capable of withstanding river elevation +13.

Your delays on this project are already causing interference with the overall completion of the Fremont Bridge. Certain work in the West Fremont Interchange must be delayed until your detour at N.W. 15th and Savier Street is removed. In two days the Department will open bids on the Fremont Bridge

NOTED
TOM EDWARDS

superstructure, and unless your work is completed rapidly this project will be delayed. Bids for the East Interchange will be opened soon, and this project requires the completion of Pier 2E which has been lying practically dormant since the footing was poured February 5, 1969.

The purpose of this letter is to urge you in the strongest manner to exert all your attention and facilities toward the completion of your contract in the shortest possible time.

Yours very truly,

A. E. Johnson
Metropolitan Engineer

by

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:lh

cc: Tom Edwards
Ivan Merchant
Robert Shotwell

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JUN 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-405-8(16)303

Form 2-208—5M

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JUN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7124

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of
project agreement if additional
funds are required.
Date 2 1969 By
Title Dist. engineer
U.S. Bureau of Public Roads

C

Project Name	Fremont Bridge	Date	May 26, 1969
Highway	Stadium Freeway	Contract No.	7124
County	Multnomah	Prefix	626-1095
Contractor	Peter Kiewit Sons' Company	F. A. Project No.	I-405-8(16)303
Address	P.O. Box 1777, Vancouver, Washington 98663	Order No.	6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Check bearing value on pile B-6 using Vulcan 0-14 hammer.

A. Maximum equipment rental rates allowable as per AGC Agreement.
B. Percentage allowed contractor is in accordance with the executed contract.

Location by station numbers:

Pier 1W - FB_3 363+27.67

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F. B. KLABOE

Estimate of quantities and cost:

Equipment	$700.00
Labor	200.00
Total	$900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Penetration of piling driven with the S-14 hammer in the SE corner of the footing varied considerably from previous test pile results. In order to verify bearing pile B-6 was driven with both hammers. Work has been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,344,605.43	
Present estimate of project cost, including $900.00 for work under this order	$4,438,552.52	
Expected ~~under-run~~ over-run amount	$93,947.09	
Expected ~~under-run~~ over-run per cent	2.16%	

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved: /s/ F. D. Morgan ✓ 6-17-69
Construction Eng

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JUN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—5M

STATE COPY

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Contingent upon modification of project agreement if additional funds are required.
Date May 28 1969 by
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fremont Bridge Piers
Date May 26, 1969
Highway Stadium Freeway
Contract No. 7124
County Multnomah
Prefix 626-1095
Contractor Peter Kiewit Sons' Company
F. A. Project No. I-405-8(16)303
Address P.O. Box 1777, Vancouver, Washington 98663
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Move six hundred and sixty 14BP102 pile cutoffs

A. Maximum equipment rental rates allowable as per AGC Agreement.
B. Percentage allowed contractor is in accordance with the executed contract.

Location by station numbers:

From: Sta. FB_3 363+27.67
To: North Mississippi and North Stanton St.

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F. B. KLABOE

Estimate of quantities and cost:

Equipment	$5,700.00
Labor	3,300.00
Total	$9,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Pile cutoff are to be incorporated in the pile quantities on the proposed East Fremont Bridge Approach Contract. Limited storage on West Side make it impossible to store piles.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,344,605.43	
Present estimate of project cost, including $9,000.00 for work under this order	$4,446,117.14	
Expected ~~under-run~~ over-run amount	$101,511.71	
Expected ~~under-run~~ over-run per cent	2.34%	

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Submitted by: /s/ R. E. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for ~~XXXXXXXXXXXXXXXX~~
Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved: /s/ F. D. Morgan ✓ 6-17-69
~~XXXXXXXXXXXXXXXXXXXXXXXXXX~~
...ation Engineer

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MAY 21 1969
FOR FILING
I-405-8(16)303
7124

Salem, Oregon
May 20, 1969

Fremont
East Marquam Bridge

Mr. Ivan Merchant
Bridge Engineer

Mr. A. E. Johnson
Metropolitan Engineer

I believe the time is appropriate to attempt to iron out the time extension for Kiewit due to the extra work of driving piles under Pier 1E.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

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MAY 20 1969
FORM E-20 5OM 10-65

I-405-8(16)303
7121

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1969

SUBJECT:

To:

MEMO TO THE FILE

I did this date discuss with Ed Lynch of the Peter Kiewit Company the completion time for the East Fremont— Marquam Bridge Piers. Mr. Lynch stated that there did not appear to be any reason why the piers could not be completed by January 1, 1970.

Assuming a lead time of eight months after bid reading prior to the field erection of the steel at the Fremont site, I have this date sent out an addendum to the specifications for this project indicating that the piers were expected (but not guaranteed) to be completed on January 1, 1970 and that incidental work was expected (but not guaranteed) to be completed by March 1, 1970.

The prospective bidders were notified that delay in securing possession of the piers prior to March 1, 1970 would not be considered as a reason for an extension of time.

Tom Edwards
Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

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OREGON STATE
HIGHWAY DEPARTMENT

METROPOLITAN SECTION

7124

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

February 28, 1969

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

ATTENTION: Mr. W. D. Hitt

Gentlemen:

Re: Fremont Bridge Piers
Contract No. 7124

On September 27, 1968 a letter was sent to you from this office documenting your agreement to certify the lifting capacity of the Commission of Public Dock's shear leg crane located near Pier 1W by means of a lifting test. To date such a certification has not been furnished although we have been handed a report dated February 15, 1969 from Arthur M. James which reports on a lifting test made on January 30 and 31. This report concluded that the capacity of the shear leg crane is now less than its 1966 rating.

Page 28 of the Special Provisions for this project states that "The Contractor shall excercise necessary caution in order that the "deadman" anchor is not weakened or disturbed by his operations". You are at the present time in violation of this specification as evidenced by the above mentioned report by your consulting engineer, Mr. James. Further, observations show that the anchor and the concrete slabs lying over it are continuing to move laterally toward the pier excavation. Our records indicate that the anchor itself has moved one-half inch in this direction during this month.

I understand you are working with two consulting engineers and personnel from the Dock Commission on means to restore the capacity of the crane. You are directed to complete this work as soon as possible as not to hamper the Dock Commission's activities. In addition, particularly since the ground around the crane anchorage is now unstable, you should take whatever steps are necessary to safeguard the stability and capacity of this installation throughout the balance of the work on the pier.

A. E. Johnson
Metropolitan Engineer

NOTED
TOM EDWARDS

By:

NOTED
TOM EDWARDS

Edward L. Hardt
Assistant Metropolitan Engineer

RECEIVED
MAR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ELH:pb

bc: Tom Edwards ✓ w/attach.
Ivan Merchant "
Robert Shotwell "

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97227
February 25, 1969

SUBJECT: Dock Commission Terminal #1 Property
Fremont Bridge Piers
Contract No. 7124
Bridge No. 2529
Prefix No. 626-1095
F.A.P. No. I-405-8(16)303

To:

MEMO TO THE FILES

Excavation for Pier 1W footing adjacent to Terminal #1 dock facilities commenced late in May of 1968. By June 24, 1968, excavation was well under way and sheet piles being driven. On this date large cracks began to appear by sloughing off of supporting material. Contacted Bill Hitt of PKS and he said they would backfill area and replace slab if necessary.

A letter was written by me regarding the slab problems and cracks in the slab near the anchorage for the shear leg crane. The contractor is warned in the Special Provisions page 26 150-1.1 to exercise necessary caution in order that the "deadman" anchor is not weakened or disturbed. This specification was reiterated in my letter of June 28, 1968. Records were started of cracks in the slab and slab movements and are kept to this date. A meeting was held at my request with Al Johnson, Ed Hardt and George Bennett, August 21, 1968, to point out cracks in the slab adjacent to the crane anchorage and other slab cracks in the vicinity.

On August 27, 1968, a large section of the Dock Commission slab was observed to have dropped about 8" and appears to be moving more. Cracks adjacent to crane anchorage have enlarged. Ron Johanson informed of movements on this date. PKS started to remove broken Dock Commission slab in front of the State Field Office on August 29, 1968.

On September 20, 1968, a copy of a letter was received by this office from a law firm representing the Commission of Public Docks relative to the subsidence around the shear leg anchorage.

A meeting was held at the site with Mr. Eshbach & Mr. Morris (Dock Commission), Bill Hitt and Ron Johanson (PKS), Ed Hardt, George Bennett, and myself (OSHD) we were directed by Mr. Eshbach at this meeting to provide an engineering certification of the integrity of the shear leg crane.

On September 27, 1968, a letter was written to PKS by A.E. Johnson (Metropolitan Engineer) to conduct such a test and also take precautions necessary to prevent any further damge to Dock Commission property.

METROPOLITAN ENGINEER
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No action was taken to alleviate the cracking and movement of the slab area until November 1, 1968. At this time the slope between the downstream wall of sheets for Pier 1W footing and the Dock Commission property was covered with a gunite material.

On January 30, 1969, the shear leg crane was tested. The results of that test indicate that the crane is not capable of the capacity given it in 1966. Movements of cracks in the slab over the anchorage indicate that the gunite of the slope previously mentioned has not stopped the general deterioration of the area. If might be well to note other large cracks have appeared in the vicinity of the contractors shack and on the Dock Commission property just opposite the large pile of bearing pile stored in this area. Retaining walls and slabs have broken apparently due to the consolidation of materials under the stored piling.

On February 20, 1969, I was informed by Ron Johanson that they hope to "do what is necessary" to get crane certified before driving of bearing pile at Pier 1W. He contends that any damage to the crane after the certification will be our problem due to pile driving.

The continued movement of slab cracks (getting larger) indicates that the corrective measures (gunite) are not satisfactory and are not preventing further damage. This condition when aggravated by pile driving could produce disastrous results to the crane anchorage and dock area.

Very Truly yours,

Robert E. Shotwell
Resident Bridge Engineer

RES:rer

CC: Ivan Merchant
A.E. Johnson
Files.

Telephone 222-9301
Area Code 503

ARTHUR M. JAMES - *Engineers*
319 S. W. Washington Street
Portland, Oregon 97204

February 15, 1969

Mr. Ron Johanson
Peter Kiewit Sons' Company
P. O. Box 3051
Portland, Oregon 97208

Dear Ron:

At your request we conducted an investigation into the load capacity of the Shear Leg Crane belonging to the Commission of Public Docks, located downstream from your Fremont Bridge Pier Project, Pier 1 West.

Our main concern was the back guy anchorage. Construction operations, including driving sheet piling, test piling and excavation work, had resulted in settlements and cracking of concrete deck slabs in the vicinity of the anchorage. It was proposed that this firm certify to the crane's capacity.

For this purpose we conducted a load test using a barge which we had equipped with lifting eyes for a previous test conducted in October 1966.

By combining the barge with concrete blocks we were able to substantially repeat the load sequences from the 1966 test. The tests were conducted on January 30 and 31, 1969.

We employed the MEI Company of Portland to install gauges and record strain measurements on the four anchor rods during the test loadings.

We also established a target in the form of an Engineers scale on the anchor block and took measurements through a transit located at 90° to the line of the guys. We recorded horizontal and vertical movements of the anchor block during the loading.

Results of the test were as follows:

1. The crane sustained the test load of 212 tons and boomed out to 52 feet from the pin without apparent distress.

2. Movements of the anchor block during the test were a maximum of 0.092" toward the river and 0.136" upward.

3. The strain measurements taken indicated an eccentric loading on the anchor rods. It appears that there were consistently substantially higher readings on the upstream side of the rods. These readings varied from two to three times the level on the opposite side. This would confirm the observation that the anchor block moved upstream.

4. Calculations indicate a maximum stress on the upstream rod of 23.75 KSI during the test. The indicated stress for 150 tons at 61 feet from the boom pin would be 20.1 KSI, without impact.

A brief summary of the actual and computed rod stresses is attached.

We believe that this unbalance in anchor rod stresses has reduced the ultimate strength of this portion of the Shear Leg Crane below its 1966 capability. It would be wise to try to restore the deadman to a neutral non-eccentric position and stabilize it, before returning the crane to general duty on heavy lifts.

Sincerely,

am James

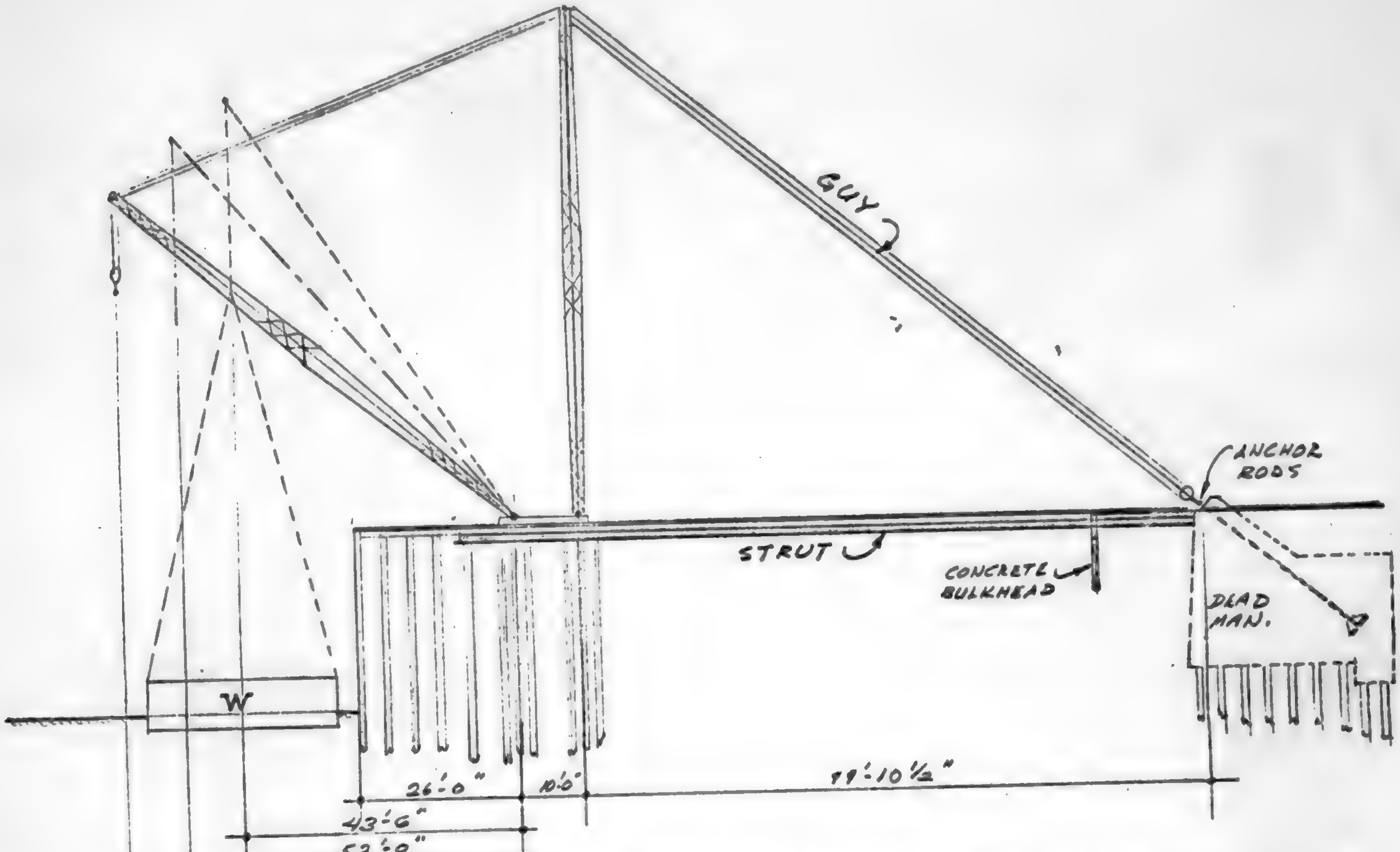
ARTHUR M. JAMES

AMJ:jg

Att.

ARTHUR M. JAMES
CONSULTING ENGINEER
PORTLAND, OREGON

PROJECT SHEAR LEG CRANE TEST
CLIENT PETER KIEWIT SONS' C. SHEET NO. 1
BY L.D. DATE 2-12-69



ELEVATION OF SHEAR LEG CRANE

SCALE: 1" = 30'

TABLE OF STRESS IN ANCHOR RODS

HOOK LOAD	DISTANCE	STRUT	GUY	STRESS IN RODS - PSI 1	2	3	4	5	6	7	8
212 TONS	43.5'	118 TONS	154 TONS	19,950*	6,360*	18,450*	9,000*	16,710*	8,370*	17,610*	7,560*
212 TONS	52.0'	142 TONS	184 TONS	23,750*	7,600*	22,100*	10,750*	19,950*	10,000*	21,000*	9,000*
150 TONS	61.0'	121 TONS	155 TONS	20100	6,400	18,600	9,080	16,820	8,430	17,790	7,610

* FROM STRAIN MEASUREMENTS.
OTHER VALUES COMPUTED.

Form E-208

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

JAN 27 1969
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Fremont Bridge
Date January 24, 1969
Highway Stadium Freeway
Contract No. 7124
County Multnomah
Prefix 626-1095
Contractor Peter Kiewit Sons' Co.
F. A. Project No. I-405-8(16)303
Address P.O. Box 1777, Vancouver, Washington 98663
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Move one hundred and forty 14 BP 102 pile cutoffs.

A. Maximum equipment rental rates allowable as per AGC Agreement.

B. Percentage allowed contractor is in accordance with the executed contract.

Location by station numbers:

FB^3 - 346+20.50

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment	$90.00
Labor	100.00
Total	$190.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Pile cut-offs were initially stacked for pick up by State Forces. It was subsequently found more economical overall to sell them at the Jobsite. This move gives Contractor work access while pile cut-offs are being sold.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,344,605.43
Present estimate of project cost, including $ 190.00 for work under this order	$4,205,013.91
Expected under-run XXXXXXX amount	$ 139,591.52
Expected under-run XXXXXXX per cent	3.2%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. E. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for XXXXXXXXXXXX
Bridge Engineer

Approval Recom d: /s/ Edward L. Hardt

/s/ F. D. Mor

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FORM 2-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 23, 1969

I-405 [illegible]

To: Memo To The Files

SUBJECT: Fremont Bridge Piers
Contract No. 7124
— Addition of Seal for
Pier 1E

On January 23, 1969 a meeting was held in the Metropolitan Engineer's office to discuss the addition of a seal to Pier 1E of the Fremont Bridge. Attending for the Contractor were Mssrs. Hitt and Johanson; for the State were Mssrs. Merchant, Johnson, Rear, Hardt and Shotwell.

Mr. Merchant opened the meeting by announcing to the Contractor that the State desired to add an 11 foot tremie seal to Pier 1E. He handed out plans showing the addition of the seal and the Contractor was directed to proceed with the addition.

The Contractor was told that the specifications for the new seal would be the same as those for the seal for Pier 1W. He was asked if he could give us a price reduction for the new seal as compared to the unit bid ($25 per yard) for Pier 1W.

Mr. Hitt replied by saying he was considering asking for an increase in price since the actual work involved in preparing for the seal pour for Pier 1E was the same as for Pier 1W but since we were dealing with a smaller quantity the unit price should be greater. He went on to say that in fact, the set-up cost for Pier 1E for the seal pour will actually be greater than for Pier 1W due to the limited working room and inaccessability of the cofferdam. He also mentioned that the price of cement has increased $.20 a barrel since the job was awarded which would increase the cost of the concrete. After some discussion, it was mutually agreed that the additional seal would be paid for at the same unit price as that bid for Pier 1W. It was also agreed that the horizontal pay limits for the seal would be determined by actual field measure of the seal after the cofferdam is dewatered.

Mr. Merchant mentioned that we expected the contractor to provide a cofferdam that was capable of being dewatered. He drew Mr. Hitt's attention to the sheet piles set in the south face of the cofferdam which appear to be inclined as much as ten degrees from the vertical. He wondered whether sheet piles placed in this manner might not be driven out of interlock.

NOTED
TOM EDWARDS

Mr. Hitt replied by saying that the cofferdam would be constructed so as to be capable of dewatering and that they would utilize a diver to inspect its soundness before the seal was poured. The State will give consideration to sending its own diver down for the same type of inspection.

The excavation tolerance for the bottom of the pier excavation was discussed and it was decided that the State would be satisfied if the excavation was to within a half of a foot of the plan elevation.

Mr. Merchant questioned Mr. Hitt regarding what effect the addition of the seal would have on the cofferdam design. Mr. Hitt replied by saying that he wanted to get the foundation piling driven and the seal poured and then based on the river elevation at that time would determine the cofferdam requirements. He said that he planned to remove the bottom frame leaving only the top frame at elevation plus five in the cofferdam. Mr. Merchant strongly suggested that such a design be checked as he doubted its structural stability. Mr. Hitt said he would so do.

Considerable discussion followed regarding the best method and equipment to use for pile driving. It developed that using a barge-mounted crawler crane would be fastest and most economical, provided the proper size of barge can be used to safely float the crane and still provide access to all the piling. In order to provide floatation for this barge within the cofferdam, the top frame would have to be lowered, but Mr. Hitt indicated that this would not be a big problem. He will check into the details of the barge-mounted pile driver and advise his recommendations regarding its use. If the barge is not used, a trestle-type approach and working platform within the cofferdam will have to be provided.

Mr. Hitt was directed to remodel his pile driving leads so that they will fit the Conmaco hammer to be used for the pile driving. These leads should be long enough to handle an 80 foot pile.

It was decided to start the pile tip reinforcement work immediately, using the bent-plate type of reinforcement.

Mr. Merchant outlined the pile driving sequence as follows:

The first half of the piling will be driven alternately using the 80 foot sections on hand. These would be cut off under water, spliced together, thus providing enough pieces for the third quarter of the piling. Depending on penetration obtained, the State may want to purchase enough additional piling for the last quarter of driving. Mr. Hitt estimated that delivery time for piling would be five to six weeks. The cost of under water pile cutting is a big question mark. Mr. Hitt estimated that it might be done for $20 a pile. Mr. Shotwell mentioned that a check with local divers revealed it might be as high as $70 a pile.

Mr. Hitt estimated that he could start pile driving operations in two weeks and based on an assumed driving rate of one pile per hour on a two shift operation, it is estimated that the pile driving operations will take approximately one month, exclusive of equipment breakdown.

January 24, 1969:

Mr. Hitt called me about 11:50 A. M. and reported that his study of the pile driving indicated that with the barge-mounted pile driver, pile driving production would be at least eight per shift; whereas using the crane and trestle method the best he could hope for was four per shift. The reason for the lesser production with the trestle is the fact that the pile driving crew must spend part of its time either building or dismantling trestle. He mentioned that if he were doing the pile driving on his own, he would choose the barge method. I told him I would consult with Mr. Merchant and unless I advised him to the contrary, we would proceed with the barge method. At 1:30 P. M. I discussed this with Mr. Merchant and he concurred in the barge method.

A. E. Johnson
Metropolitan Engineer

By:

Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: Tom Edwards ✓
Ivan Merchant
Robert Shotwell
Peter Kiewit Sons' Company

RECEIVED
JAN 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1969

FOR FILE

I-405-5(16)303
7124

January 13, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. Herbert A. Schell, Jr.

Re: Fremont Bridge Piers
Contract No. 7124

Dear Sir:

An analysis of current conditions at Pier 1E of the Fremont Bridge has indicated that it will be necessary to add a concrete seal to the pier. This decision is based on the fact that the Willamette River will not be at low water stage until late next summer, and the construction cannot be postponed until that time.

As you will recall, upon the completion of test pile driving at Pier 1E, it was decided to revise the pile pattern from 100-ton piling to 150-ton piling. Drawing SK-1, dated June 18, 1968, was prepared by our consultant to accomplish the desired pile pattern for 150-ton piling. Two prints of this drawing were sent to the Bureau of Public Roads, attention of Mr. Tokerud, on June 25, 1968. The drawing covers two conditions for pier construction, the first being with the footing construction in the dry. The second condition was with the footing construction in the wet, which included a seal of 11-foot depth.

The State proposes to instruct the contractor to proceed on the basis of the details prepared for the footing construction in the wet. For your ready reference, I am enclosing four additional prints of Drawing SK-1.

The State also proposes that all specifications pertaining to seal concrete in Contract 7124 will apply to the seal construction in Pier 1E, and also that negotiations will be carried out with the contractor to attempt to effect a reduction in seal concrete price over their unit price paid of $25 per cubic yard.

May we have your concurrence in this proposed pier construction change.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED TOM EDWARDS ja

Tom Edwards
Assistant State Highway Engineer

Enc. (4)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

IDM:jr ja

JAN 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-[illegible](16)303

G-1P

OREGON STATE HIGHWAY DEPARTME[illegible]

Contingent upon modification of
project agreement if additional
funds are required.
JAN Date 1969 By [illegible] Dist. Engineer
Title
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fremont Bridge
Date January 3, 1969
Highway Stadium Freeway
Contract No. 7124
County Multnomah
Prefix 626-1095
Contractor Peter Kiewit Sons' Co.
F. A. Project No. I-405-8(16)303
Address P. O. Box 1777, Vancouver, Washington 98663
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Excavate & dispose of unstable material below Elev. shown from footing at Pier 2-E. Replace with suitable material.

A. Maxium equipment rental rates allowable as per AGC Agreement.

B. Percentage allowed contractor is in accordance with the excuted contract.

Location by station numbers:

"FB_3" 346+20.50

NOTE
F. B. [illegible]

Estimate of quantities and cost:

Cost of Materials (1-1/2"-0)	$ 770.00
Labor: Cost to Excavate & replace	910.00
Equipment: Cost to excavate & replace	1,340.00
Total	$3,020.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Inspection of bottom of ftg., after piling were driven revealed unstable material for placing ftg. concrete. Work will be performed in accordance to General Specifications. No work has been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,344,605.43	
Present estimate of project cost, including $3,020.00 for work under this order	$4,189,773.91	
Expected under-run ~~XXXXXXXX~~ amount	$154,831.52	
Expected under-run ~~XXXXXXX~~ per cent	3.56%	

Submitted by: /s/ R. E. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~XXXXXXXXXXXXXXX~~
Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant Division Engineer

Approved /s/ F. D. Morgan 1-23-69

RECEIVED
DEC 1 9 1968

FOR FILING

I-405-8(1)303

7124

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 10, 1968

To: Memo To The Files

SUBJECT: Fremont Bridge Piers
Contract No. 7124
Construction at Pier 1E

On December 9th a meeting was held in the Metropolitan office to discuss construction procedures for Pier 1E of the Fremont Bridge. This meeting was requested by the Contractor (Peter Kiewit Sons' Company) to determine, as Mr. Lynch said, if they are "heading in the right direction" with their work for this pier. Representing the Contractor was Mssrs. Lynch, Hitt and Johanson. Representing the State were Mssrs. Merchant, Johnson, Rear, Hardt and Shotwell.

Mr. Lynch opened the meeting by saying that he wanted to have a discussion to determine if they (Kiewit) were heading in the right direction with their planning for work at Pier 1E. Considerable discussion followed dealing with whether or not it was advisable to attempt to drive the sheet piling for the cofferdam into the native material lying below the footing. Considerable discussion was also put forth regarding what the State considered to be a "reasonable" effort at dewatering the cofferdam. The following points were developed as a result of the discussion:

1.) The State feels on the basis of stability and as an aid to pumping that the sheet piling should be driven as far as practical into the underlying material. Kiewit's people believe this would do more damage than good by breaking up the material, thus causing it to be more pervious. They did state that they would drive these sheet piles to a reasonable bearing.

2.) The term "reasonable pumping efforts", although used often in the discussion, was never precisely defined insofar as the pumping capacity required. Mr. Hitt did say that he would provide pumping capacity sufficient to draw down the water in the cofferdam to a degree that would collapse the sheet piling in order to properly seal them.

After this discussion, Kiewit's peopel outlined their plan for pursueing the cofferdam work at the pier as follows:

1.) The balance of the sheet piling will be set in place. They are presently being placed one foot outside of the proper location so as to clear the bottom frame which is covered at the present time with slide material. This material at the moment lies over the footing area at an average depth of ten feet.

2.) The sheet piling will be driven until they just come in contact with the native material. In this position they will be supported by the slide material both inside and outside.

3.) The dike will be reinforced on its pier face to the extent that its width at the top will be about 30 feet.

4.) A pump test will be made in the cofferdam and if successful, the cofferdam will be dewatered to elevation minus 25, the elevation of the lower frame.

5.) The props supporting the bottom frame will be removed and it will be suspended in such a fashion that it can be lowered when the cell is filled with water.

6.) Two additional frames will be installed in the cofferdam.

7.) The cell will be flooded, the slide material covering the native material will be removed, the frames will be lowered and the cell again dewatered.

With regard to Item No. 7 above, the State's people feel that after the slide material is removed if the weight of the material supported by the bottom of the sheet piling has not moved those piling into contact with the bottom waler that other means, such as partial dewatering of the cell, should be used to the end that the sheet piling and the walers are in contact. After this is accomplished, the sheet piling should be driven into the native material as far as possible for stability and as an aid to dewatering.

Mr. Lynch closed the meeting by stating that the fact that he was willing to discuss his problems of construction of Pier 1E in no way implied that he was in agreement with or accepting the State's proposal for payment for this work.

A. E. Johnson
Metropolitan Engineer
By: Edward L. Hardt
Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: Peter Kiewit Sons' Company (2)
Tom Edwards ✓
Ivan Merchant
Robert Shotwell

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DEC 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1968
FOR FILING

I-405-8(16)303
7124

Portland, Oregon 97227
December 5, 1968

Pier 1-E
Fremont Bridge Piers
Contract No. 7124
Bridge No. 2529
Prefix No. 626-1095
F.A.P. No. I-405-8(16)303

Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

The purpose of this letter is to bring you up to date on recent events on the work at Pier 1E. On November 12, 1968, due to an impending break in the river dike work was shut down. In the late afternoon of this day the dike did break in two places, directly under the pump outlet pipes and also further south on the river dike. At the break in the vicinity of the outlet pipes a large conglomeration of logs and debris which had been backfilled by the contractor appeared to be the cause of the breach. River at this time was at 11.8 Elev. For the next two days no work was performed at this site. Then on November 5, 1968, work commenced with a crane excavating the large slides caused by the breach and rebuilding the dike. Pumping commenced but with difficulty as the slides had covered the pump inlets by about 10' of slide material. Excavation continued on the river dike slides and also a large slide on the south face (adjacent to block building) which has marooned the 3900 Manitowoc Crane on the river dike.

Pumping again commenced in earnest on November 20, 1968, but pumps donot seem to be operating at capacity and water in the hole is receding very slowly. The large breach at the southerly end of the river dike is leaking at this date considerably.

This leaking is the obvious result of rebuilding the dike with clean gravelsthat have been thoroughly washed by repeated handling. On November 21, 1968, at 6:30P.M. with perhaps 20-25' of hydrostatic head on the dike there was a sudden collapse of the previously breached area. The sudden rush of water removed the previously placed sheets (about 20 on the East face) and caused further slides. One large existing slide on the south face (adjacent to the block building) was increased at this time.

Work was commenced the next day to again rebuild the dike with the gravels of the slide. The dike is now again intact but the hole can no longer be pumped below Elev +4.0 due to infiltration of water through gravels of the repaired river dike. The job superintendent has since "put out feelers" as to the state driving the piling in the flooded hole instead of as previously planned. This of course would make the building of the access trestle more difficult as we could not brace trestle bents except with divers.

NOTED
TOM EDWARDS

Also we would need to consider how to drive piling with an open hammer with the lengths and number we have on hand.

It was my understanding that the contractor's cofferdam design originally did not consider that the cofferdam would have a hydrostatic head but only be used to retain slide material.

In any event he is proceeding with threading sheets and using the original cofferdam design. In conclusion I might add that the contractor is proceeding to assemble a barge in the hole which will be used to assist in placing sheets.

Very Truly yours,

Robert E. Shotwell
Resident Bridge Engineer

RES:rsr

CC: A.E. Johnson
Files.
Tom Edwards

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DEC 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 13 1968
FOR FILE

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-405-8(16)303
7124

November 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: UPRR Track Relocation (Loring Street)
Fremont Bridge Section
Pier Construction
Stadium Freeway
Multnomah County
Project Jon I-405-8 (16) 303

Dear Sir:

In your letter of February 1, 1968, you indicated that your approval and authorization of the work was conditioned to receipt an approval of the detailed estimate and the Railroad's approval of the plans.

You will find attached hereto a copy of the Railroad's letter dated February 21, 1968 approving the plans we transmitted with our letter of January 15, 1968 and also a copy of the Railroad's letter dated October 28, 1968 to which is attached a detailed estimate of cost for the relocation of their tracks.

We have yet to receive a draft of the agreement to which this will be an exhibit, but this is the best information available at this time. A copy of the agreement will be transmitted to you when it is received from the Railroad.

NOTED
F. B.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure
cc: F. B. Klaboe (w/copy of UPRR letters)
I. D. Merchant "
L. H. Young "
A. E. Johnson (w/copy of 10-28-68 letter)
R. E. Shotwell ") 2-21-68 letter sent on 3-8-68
Jack Hesla ")

RECEIVED
NOV 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

OCTOBER 28, 1968

(File Ref. D 9010 - 32 - 17)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97227

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Referring to your request for an estimate covering expense of rearranging the Railroad's trackage in N. Loring St., Portland, to accommodate construction of Pier 2E for the Fremont Bridge:

For your information, am attaching copy of an Exhibit "B" prepared to accompany agreement on this work. This copy is being supplied, however, for informational purposes only as the figures therein have not been approved to date by my Principals.

Yours very truly,

W. G. Johnson

Routing
Morgan
Walker
Trout
Scott
Litchfield
Olson

RECEIVED
CONSTRUCTION DIVISION

EXHIBIT "B"

WORK TO BE DONE BY UNION PACIFIC RAILROAD COMPANY, AT EXPENSE OF STATE OF OREGON IN CONNECTION WITH CONSTRUCTION OF PIER 2-E FOR THE FREMONT BRIDGE ON THE STADIUM FREEWAY IN PORTLAND, OREGON AND ESTIMATES OF THE COST THEREOF.

Rearranging N. Loring St. Industrial Trackage and City of Portland Water Facilities and Furnishing Engineering, Inspection, Flagging, Roadway Watchmen and Other Protective Services.

Description	Labor	Material	Total
Engineering			
Preliminary	$ 300		
Construction	200		
Labor Additive	170		
	$ 670		$ 670
Grading			
Grading for track		$1126	
Material Additive		380	
Contingencies		134	
		$1640	$1640
Track Work			
Construct 470' track	$1684	$6465	
Depress 164' track	242	690	
Remove 769' track	1001		
Labor and Material Additives	975	827	
Contingencies	298	718	
	$4200	$8700	$12900
Roadway Surfacing			
Install A. C. paving and flange rails	$1332	$5936	
Labor & Material Additives	435	710	
Contingencies	133	594	
	$1900	$7240	$9140
City Water Facilities			
Relocate fire hydrant and relay or encase 8" water main (By City Forces)		$ 950	
Contingencies		115	
		$1065	$1065

Description	Labor	Material	Total
Engineering - Inspection			
Engineer - Inspector (1 Mo. @ $805/mo. plus vehicle)	$ 805	$285	
Labor additive	270		
	$1075	$285	$1360
			26,775
Salvage Credit Allowed State			
Rail		$457	
Other track materials		112	
		$569	
Less handling		29	-540
		$540	$26,235

The preceding cost figurer are estimates only, and the Second Party will reimburse the Railroad Company for all costs involved in handling the specified work, whether they be more or less than the estimated costs.

Flagging and other protective services and devices will be provided by the Railroad at the Second Party's expense, to protect the railroad facilities; property and operations. In general, the Railroad will furnish such flagging or other protective services and devices:

> First. For any excavation below elevation of track subgrade, if in the opinion of the Railroad's representative, track or other railroad facilities may be subject to settlement or movement;
>
> Second. During any clearing, grubbing, grading, or blasting in proximity of the railroad facilities, which in the opinion of the Railroad's representative, may endanger or interfere with railroad facilities or operations;
>
> Third. When any of the Second Party's operations are carried on within or near railroad right of way and in the opinion of the Railroad's representative, could endanger railroad facilities or create a hazard to railroad operations.

Information as to the Railroad's employees which may be required to provide protection to railroad facilities is as follows:

Number (a)	Classification (b)	Base Pay (c)	Headquarters (d)
2	Section Laborers	$2.70 to $2.74 per hour	Albina, Oregon
1	Section Foreman	$2.94 to $3.15 per hour	" "

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required or a lesser number may be sufficient; however, additional personnel, such as Communications Lineman and/or Signalman, may be used to protect communications and signal facilities, if deemed necessary by the Railroad.

(b) The classification is shown solely for information, and there is no guarantee that the above classes of labor will actually be used or that the rates of pay shown in column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect JANUARY 1, 1968. Normal overtime rate is one and one-half times base rate.

(d) Estimated cost for travel per employee from headquarters to jobsite and return is $4.25 per round trip.

(e) In addition, protective devices, such as crossing signals, indicators, telltales, lights, telephone, etc., may be required.

To all direct labor costs, there shall be additional charges for Vacation Allowances; Paid Holidays; Health and Welfare, Railroad Retirement and Unemployment Taxes; Public Liability, Property Damage and Workmen's Compensation Insurance; and accounting and billing. For estimating purposes only, these additives collectively may be considered as approximately 33% of direct labor costs.

The determination of the cost of flagging and protective services and devices to be used as a basis for submitting of bids shall be the responsibility of the Second Party or its prospective bidders.

Exhibit "B" (Page 3 of 3 pages)

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

FEBRUARY 21, 1968

(File Ref. D 9010 - 32 - 17)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Routing
Morgan
Bond
Barbee
Walker
Glenn
Swan
Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 28 1968
CONSTRUCTION
DIVISION

Dear Sir:

Fremont Bridge Section, Pier Construction
Stadium Freeway - Multnomah County -
Project I-405-8(16)303

With your letter of January 15, Plans and Special Provisions were transmitted for our review to cover construction of piers for the Fremont Bridge under the abovenamed project in Portland.

The State's plans have been reviewed and approved on behalf of our Chief Engineer by Mr. R. E. Case, as noted on the attached set returned herewith subject to notation in red on Sheet 2B concerning use of "Nelson Type" rail chairs on Union Pacific Railroad Company's grade crossings per our Division Engineer's Drawing 0-9814 dated May 27, 1964. A copy of this drawing is attached for your information. However, if street drainage is provided it will not be necessary for bituminous mix to be placed between the running and flange rails.

Inasmuch as our Company reserves the right to decide when flag protection or other measures are required to protect our operations and facilities, we ask that you revise the paragraph under Section 7-28, Relations with Railroad Company, appearing on page 10 of State's Special Provisions, so it will read as follows:

#2 - Mr. F. D. Morgan February 21, 1968

"(III) Union Pacific Railroad Company - In general, Railroad will furnish such personnel or other protective services when any equipment is standing or being operated, or any erecting or construction activities are in progress in close proximity of any track regardless of elevation above or below track."

Yours very truly,

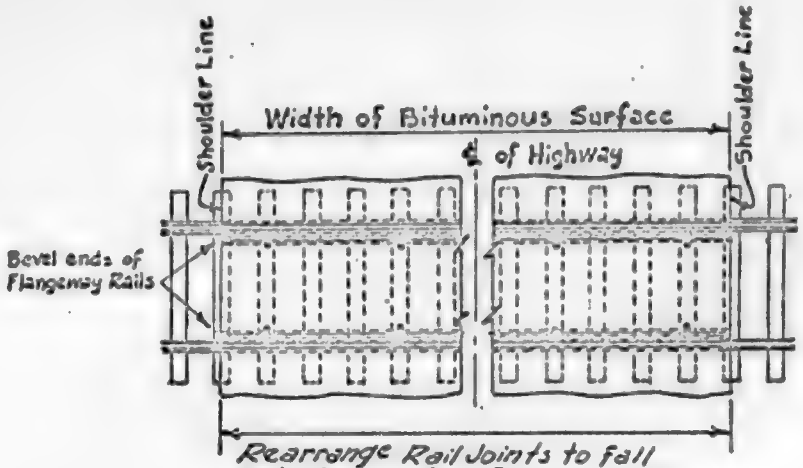
W. D. Johnson
cHBD

COPIES TO:

AW PARSONS w/ UPRR DRAWING #0-9814
FB KLAUER "
ID MERCHANT "
FD MORGAN "
LH YOUNG "
A E JOHNSON "
LOUT. SHOTWELL "
JACK HESLA "

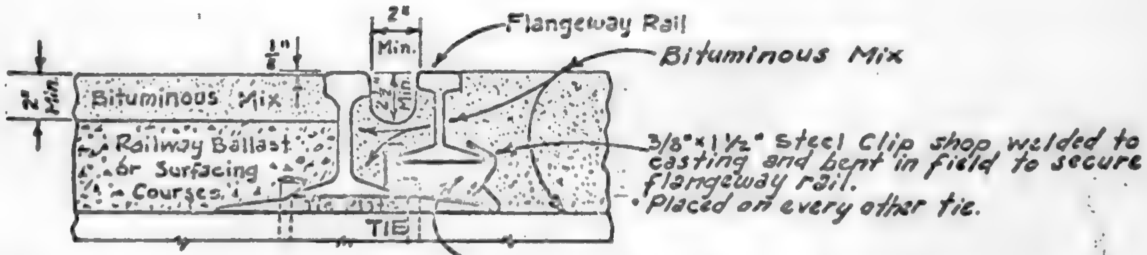
O-9814

O-9814



Rearrange Rail Joints to fall outside Limits of Crossings, wherever practicable.

PLAN



3/8"×1½" Steel Clip shop welded to casting and bent in field to secure flangeway rail. Placed on every other tie.

NOTE: STEEL CASTING SHOP WELDED TO STANDARD TIE PLATE.

SECTION THROUGH FLANGEWAY

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

BITUMINOUS SURFACE HIGHWAY GRADE
CROSSING UTILIZING "NELSON TYPE"
RAIL CHAIRS

DIVN. ENGR. OFF.	ALBINA, OREGON
SCALE; None	May 27, 1964

Form A-166—5M

STATE FORCES NOT INVOLVED

[illegible]E[illegible]ED
NOV 21 1968
OFFICE OF
STATE HIGHWAY [illegible]

STATE COPY

Contingent [illegible]
project [illegible]
funds are [illegible]
[illegible] 14 1968 [illegible]
[illegible] Engineer
U.S. [illegible] Roads

I-405-8(16)303
7124

G 1-P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Supplemental No.
Order No. 4

Project Name Fremont Bridge Piers
Date October 24, 1968

Highway Stadium Freeway
Contract No. 7124
F. A. Project No. I-405-8(16)303

County Multnomah
Prefix 626-1095
Account No. 285-04

Description of Work To Be Done: Lowering and encasing 2" gas line in Loring Street. Repair gas line broken by Union Pacific crew.

Original
Supplementa.

NOTED
F. B. KLABOE

Location by Station Numbers: "FB_3" 346+00

Estimate of Quantities and Costs:

Adjust and case gas line in Loring Street.	Original	$1,374.77
Repair broken line.		102.42
	Supplemental	
	Total	$1,477.19

Explanation: Lowering and encasing of the gas line is necessitated by the relocation of the U.P. tracks. Gas line was broken by U.P. crew during track relocation. Cost is indicated by letter of A.E. Johnson, October 16, 1968.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $4,344,605.43
Present estimate of project cost, including $102.42 for work under this order $4,189,657.87
Expected under-run ~~XXXXXXXX~~ (amount) $154,947.56
Expected under-run ~~XXXXXXXX~~ (per cent) 3.6%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for ~~XXXXXXXXXXXXXXX~~
Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Ass't. Division Engineer

Approved: /s/ F. D. Morgan 11-21-68
~~XXXXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXX~~

RECEIVED
OCT 23 1968

FOR FILING

I-405 (F/11) 303

7124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 17, 1968

SUBJECT: Fremont Bridge Piers
Contract No. 7124
Pile Driving For Pier 1E

To: Memo To The Files

This memo is being written to document the events of the past few days regarding planning for pile driving for Pier 1E of the Fremont Bridge. This work will be done by Peter Kiewit Sons' Company, contractor on the project, on a force account basis.

October 10, 1968

A meeting was held in the Metropolitan Engineer's office to discuss methods for pile driving for Pier 1E. As of this date, October 10th, it was anticipated that the excavation for the pier would be completed within the next two weeks, and since it has now been established that the excavation can be dewatered, it was felt appropriate to make definite plans for pile driving at this time.

Attending this meeting for the contractor was Bill Hitt and Ron Johanson; for the State, Messrs. Merchant, Johnson, Rear, Hardt, Shotwell and Bennett.

Bill Hitt proposed to complete the excavation for the Pier so that it would be ready for footing construction. At this point, pile driving operations would begin on a force account basis and said force account would not be completed until the pile driving was completed and the excavation was again ready for footing construction. Included in the force account costs for this period would be the pumping charges necessary to keep the hole dewatered and the cost of removal of material thrown up by the pile driving if required.

The State's people agreed to this concept with the exception that any shoring done for the maintenance of the excavation would be considered contract work and paid for under the "shoring" item and not force account.

NOTED
TOM EDWARDS

When Mr. Hitt was informed of the State's viewpoint regarding the maintenance of the excavation, he said he wanted to confer with his legal people to obtain their opinion regarding the Contractor's liability for shoring during pile driving. He stated that if they felt this is a contractural obligation, then he would consider installation of a cofferdam prior to pile driving.

The method of pile driving was discussed and it was mutually agreed that the best method would be by floating the driver on pontoons. Installation of a cofferdam as mentioned above, however, would change this method.

Mr. Hitt was told that the State desires to use a 0-20 hammer for the pile driving and that it should be ordered in time so as not to hold up driving operations. He expressed concern over the "extra-ordinary maintenance" which may be required for the hammer due to the anticipated hard driving and he asked who would pay for this.

In order to define the pile driving requirements, Mr. Merchant stated that the State wants to obtain as much penetration as possible and would be content with an average of 25 feet of penetration. The piling will be driven alternately to avoid progressive consolidation of the underlying material. They will be driven no harder than to "practical refusal." It was proposed that Peter Kiewit Sons' Company present these conditions to prospective hammer renters to determine rental agreements as related to maintenance.

The question of payment for piling for Pier 1W was brought up. Mr. Hitt presented a letter from his supplier relative to the cost of different lengths of piling. Mr. Merchant said he thought this letter would settle the question if officially presented to the Department by the Contractor. Mr. Hitt went on to say that he intended to press for additional costs of pile driving at Pier 1W pending approval by Mr. Ed Lynch.

October 11, 1968

Mr. Hitt called me Friday morning to say that he had roughed out a schedule of pile driving for Pier 1E and based on this and the expected water stage of the Willamette River during the next few months, he had decided to install a cofferdam. Since this completely changes our method of pile driving, we agreed to meet again shortly to devise a driving method compatable with the cofferdam.

October 14, 1968

A meeting was held in Mr. Merchant's office to discuss methods of driving piling within the Contractor's proposed cofferdam at

Pier 1E. Attending this meeting were Mssrs. Merchant, Rear, Johnson, Hardt and Shotwell. Mr. Merchant had prepared a plan for pile driving access into the cofferdam. An approach trestle would be built from the edge of the excavation to the face of the cofferdam. It would be composed essentially of steel piling with timber stringers and deck. It would be well braced as it would have to be self-supporting. For access within the cofferdam, a longitudinal trestle would be built which would be supported on the permanent piling. The seven center piling in every third row would be extended to support the trestle which would have a deck elevation of about 15. This trestle would consist of timber stringers and timber deck. It would be well braced as it would be completely independant of the cofferdam. The width of the deck was selected such that Kiewit's 3,900 crawler crane presently on the site would be able to laterally reach all of the foundation piling from the trestle.

Not having the Contractor's cofferdam plan, the effects of the struts on our pile driving were not known at this time. A meeting has been scheduled for the following day with the Contractor to discuss this. It was also felt that he should check over our trestle design to satisfy himself of its adequacy for his equipment. Mr. Schell attended the meeting briefly, was apprised of our plans and concurred with them.

October 15, 1968

A meeting was held in the Metropolitan Engineer's office to further discuss Pier 1E pile driving. Representing the Contractor was Bill Hitt and Ron Johanson. Representing the State Were Mssrs. Merchant, Johnson, Hardt, Shotwell and Bennett.

Mr. Hitt prefaced the meeting by saying that he felt that all costs related to pile driving for Pier 1E, including those caused by delays which would set the work back into inclement weather, should be the State's responsibility. The cofferdam, which he intends to install, would be included in this cost. He went on to say that at this particular time, no one could say whether or not the cofferdam would be absolutely necessary but he did not want to gamble on this. Since the cofferdam will be composed of sheet piling, 40 to 45 feet long, it is not intended to keep high water from flooding the excavation. It is intended to keep silt and river debris out of the pier area in the event the river overtops the dike. In reply to Mr. Hitt's statement about the cost of the cofferdam, Mr. Merchant reiterated that it was the State's position that the plans and specifications gave notice to the contractor that piling would be driven if possible and that his bid for excavation and for shoring should have taken this into account. Mr. Hitt was informed that he should file a written notice of his intention to file claim for the above mentioned costs.

Mr. Hitt mentioned that the cofferdam would have two frames, one about nine feet from the bottom, and the other about elevation plus five. He intends to backfill it about 12 feet deep.

Mr. Merchant presented our plan for pile driving as described above. Considerable discussion was held regarding the best method for pile driving and Mr. Hitt proposed that a "spud and walking beam" apparatus be used. This "walking beam" will be supported by the trestle and be independent of the cofferdam. Since this apparatus appeared to have the most advantages, its use was adopted by the group.

With regard to the trestle, Mr. Hitt felt that a more economical design would be one utilizing two runs of steel stringers, each run to directly support each crawler tread. He feels that his crane, spotted on the center line of the pier, can laterally reach all the piling without shifting. He will work up a design for the trestle along these lines. He believes he has steel beams on hand for the stringers. If not, it's possible State-owned beams could be used.

Mr. Hitt was authorized to proceed with the above mentioned design work as part of the force account work for the pile driving. However, he was cautioned that Mr. Johanson, being a superintendant, could not perform any compensable engineering work. Mr. Shotwell will keep track of this engineering work on a day-by-day basis as per all force account work.

Regarding rental of a pile hammer, Mr. Hitt again expressed concern over the possibility of extreme hammer maintenance due to the anticipated hard driving. He has located what he believes is a new 0-20 hammer to be rented from ConMaco Company in St. Louis for $2,600 per month, freight additional. He was asked to obtain a definite lease agreement with that company and it's expected that this agreement would obligate the leasor for normal "wear and tear." The State's people proposed that any maintenance required beyond normal "wear and tear" would be the obligation of the Highway Department. By this approach, the Contractor would not be asked to gamble on the repairs which will be required.

As to schedule, Mr. Hitt said that he thought that it would take three to four weeks to install the cofferdam and he guessed that six weeks of double shift work would be required to complete the pile driving. This would mean that the pile driving should be completed about the first of the year.

It is anticipated that another meeting will be held with the Contractor and our cost analyst people to reach an agreement as to force account procedures to follow for the work.

October 17, 1968

I called Bill Hitt and talked to him regarding backfilling of the excavation for Pier 1E. This subject was overlooked at our previous meeting. I told him we wanted at least the bottom half of the footing excavation backfilled with the same type of material (non-compressible) as came out of this part of the excavation and that it should be compacted as well as conditions would permit. This would be in lieu of either pouring the sides of the footing against undisturbed material as shown on the plans or leaving in the sheet piling as mentioned in the Special Provisions.

Mr. Hitt told me that they planned to install an 8-inch perforated drain pipe around the cofferdam at the bottom and to backfill with some type of free-draining material (he mentioned crushed rock). The idea is to cut off the ground water before it enters the cofferdam. He offered no objection to compacting this material and mentioned that quite a bit of the excavation will be within two feet of the cofferdam and in these areas a weight or rod of some kind could be dropped in order to obtain some compaction of the backfill material.

A. E. Johnson
Metropolitan Engineer

By:

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: Tom Edwards
Robert Shotwell
Ivan Merchant (2)
Peter Kiewit Sons' Company
ATTENTION: W. D. Hitt
Dear Mr. Hitt: If any of the above is inaccurate or incomplete in your estimation, feel free to comment.

[illegible] EDWARD L. HARDT

RECEIVED
OCT 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

477 Cottage St. NE. - Salem OR 97301

I-405-8(16)303

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7124

DATE: September 18, 1968

In reply refer to: 08-35-DA

FROM For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Piers
Extra Work Order No. 3

Your letter of September 6, 1968 signed by Mr. Edwards requests our approval of contractor engineering costs for the method of access to drive piling in Pier IE under Extra Work Order No. 3. We feel that some additional engineering work above that normally incurred by regular force account work might be necessary. This cost, however, could not be very significant because your engineering crews are constantly assisting the contractor in his study for the selection of a construction method. We will approve these additional engineering costs provided they are covered by payroll submissions the same as required for other contract personnel working on force account work. The cost of any supervisory job personnel for such engineering work will not be eligible for participation.

The correction of the approval date for this work under Extra Work Order No. 3 is June 5, 1968.

Copy - Minehart
Young
9-19-68

NOTED
TOM EDWARDS

RECEIVED
SEP 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 12 1968

Form FH-121 (4-67)
UNITED STATES GOVERNMENT

Memorandum

I-405-8(16)303
1124

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: September 10, 1968

In reply refer to: 08-35-EC

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge (Piers)
Railroad Protective Services

The action requested by Mr. Young's September 9 letter is approved effective March 4. It was our intent to authorize the protective services at PS&E.

9-12-68
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

NOTED
F.B. KLABOE

RECEIVED
SEP 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 9 1968

FOR FILING

I-405-8(16)303

7124

September 6, 1968

6830

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Fremont Piers
Contract No. 7124
FAP No. I-405-8(16)303
Extra Work Order No. 3
Piling -- Pier 1E

Dear Sir:

I have your memo of August 27 in answer to our request for approval of Order for Extra Work No. 3.

Apparently, the fourth paragraph of our letter of request left the impression that a definite plan for driving the piling had been adopted. This was not our intention. In considering the work to be done and the possible condition prevalent, five possible solutions are apparent. These are:

1. (a) Design access trestle. No cofferdam.

   (b) Detail method of driving pile, using Vulcan 0-20 (Dry).

   (c) Estimate unwatering of hole during pile driving.

2. Same as Method No. 1, except detail barge setup instead of trestle. No pumping.

3. Same as Method No. 1, except detail road access to bottom of hole instead of trestle. Layout pumping requirements. Assume hole can be pumped.

4. Same as Method No. 1, except cofferdam required to pump hole. No backfill around outside of cofferdam.

5. (a) Design additional frames to add to PKS cofferdam to allow equipment access around cofferdam for pile driving.

   (b) Same as Method 1(b).

It is our aim to accomplish the work in the best and cheapest manner possible which logically appears to be Method 3 above using the 0-20 hammer. This method is, of course, contingent on being able to unwater the hole at a reasonable cost. An attempt will be made to do this. If it is not possible to pump the excavation, the work scheme will be altered to suit conditions encountered. The cost estimate submitted with our letter was based on Method 1 above, which in my opinion is probably the most expensive.

As of now, work on Pier 1E has not progressed to a stage that will permit us to say which method will be adopted. The contractor has excavated the hole to approximate elevation -18.0 and has been able to maintain a water level of approximately -4.0 with very nominal pumping.

You will be kept advised of conditions as they develop and your approval will be requested on the plan that is finally adopted.

Engineering planning for work of this magnitude is well beyond the scope of job superintendence. The contractor should do such planning as is required to drive the piling as he knows his equipment and its operating capabilities, what materials he has available to divert to the work and, further, is responsible for the safety of his equipment and the work. Under the conditions, we feel that engineering for this part is a just charge against the work.

We will not honor any claims for superintendence as such, and will not honor any claims for engineering on the contractor's share of the work that he must perform under the terms of the contract exclusive of the force order for the piling.

Your further consideration of the engineering item is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum Edward

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: August 27, 1968
In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : B R Brooks for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Extra Work Order No. 3
Piling for Pier 1E

We have reviewed your Extra Work Order No. 3 submission forwarded to us under a cover letter of August 16, 1968 signed by Mr. Merchant. We find the supporting data acceptable except for "Engineering Access to Pier" and "Cost for Access to Site for Driving".

"Engineering Access to Pier" would appear to be included under section 9-8(E). It is difficult to understand why this work is not included under the percentage allowance. Specifically superintendence is included in this percentage allowance according to the specifications. We therefore cannot approve of this item as submitted.

"Cost for Access to the Site for Driving" appears to be very high and we would like to review and approve the method for the driving prior to officially accepting participation in this work. Any salvage credit should also be included.

Domestic piling is approved because of the timeliness of construction.

We hereby approve this order subject to the above conditions.

The approval date is June 26, 1968.

RECEIVED
SEP 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I vol

Copies to - Merchant
Young
9-6-68

RECEIVED
AUG 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form 2-306—5M

APPROVED
Contingent upon ... of
project agreement ... tional
8-26-68
Title Div Engr
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fremont Bridge Piers
Date August 13, 1968
Highway Stadium Freeway
Contract No. 7124
County Multnomah
Prefix 626-1095
Contractor Peter Kiewit Sons' Co.
F. A. Project No. I-405-3(16)303
Address P.O. Box 1777, Vancouver, Washington 98663
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish, drive, unload, reinforce tips for driving, engineering for access to site, and access to site for driving 14BP117 Steel Bearing Piles at Pier 1E.

1. Maximum equipment rental rates allowable as per AGC Agreement.
2. Percentage allowed contractor is in accordance with the executed contract.

Included in this order is the cost of necessary engineering planning in order to determine the most efficient method of driving piles.

Location by station numbers:

"FB$_3$" Sta. 350 + 72.33 Pier 1E.

copies to -
Merchant
Young
9-6-68

August 27, 1968
See conditions set forth in
approval letter

Estimate of quantities and cost:

Cost of 14BP117 Steel Piling F.O.B. Portland	$165,200.00
Cost to Drive Piling	100,000.00
Unloading Steel Piling	4,000.00
Reinforce Tips for Driving	18,000.00
Engineering for Access to Pier	4,000.00
Cost for Access to Site for Driving	86,300.00
Total	$377,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

After driving two test piles, it was determined that foundation piling would be driven at Pier 1E. See "Special Provision" page 32. The piling were ordered on June 26, 1968. On August 8, 1968, the first shipment of 14BP117 piling were unloaded at Pier 1E. No other on - site work under this order has been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization 4,344,605.43
Present estimate of project cost, including $377,500.00 for work under this order $4,184,180.45
Expected under-run ~~over-run~~ amount $160,424.98
Expected under-run ~~over-run~~ per cent 3.7

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Assistant Division Engineer

Approved Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

RECEIVED
SEP 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-405-8(16)303
7124

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date ___ By ___
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date August 13, 1968
Project Name Fremont Bridge Piers
Contract No. 7124
Highway Stadium Freeway
Prefix 626-1095
County Multnomah
F. A. Project No. I-405-8(16)303
Contractor Peter Kiewit Sons' Co.
Order No. 3
Address P.O. Box 1777, Vancouver, Washington 98663

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1. Maximum equipment rental rates allowable as per AGC Agreement.
2. Percentage allowed contractor is in accordance with the executed contract.

Included in this order is the cost of necessary engineering planning in order to determine the most efficient method of driving piles.

Location by station numbers:

NOTED
F. B. KLABOE

"FB_3" Sta. 350 + 72.33 Pier 1E.

Estimate of quantities and cost:

Cost of 14 BP 117 Steel Piling F.O.B. Portland	$165,200.00
Cost to Drive Piling	100,000.00
Unloading Steel Piling	4,000.00
Reinforce Tips for Driving	18,000.00
Engineering for Access to Pier	4,000.00
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Present estimate of project cost, including $377,500.00 for work under this order $4,184,180.45
Expected under-run ~~XXXXXXXX~~ amount . . . . . . $ 160,424.98
Expected under-run ~~XXXXXXXX~~ per cent 3.7

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. S. Shotwell
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~Construction Engineer or~~ for Bridge Engineer

Approved: /s/ L. H. Young 9-24-68

Approval Recommended: /s/ Edward L. Hardt
Division Engineer

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
AUG 19 1968

I-405-8(16)303
7124

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 7, 1968

Northwest Natural Gas Company
123 N. W. Flanders Street
Portland, Oregon 97209

ATTN: D. W. Mills
Field Engineering Supervisor

Re: Gas Line Adjustment
Loring Street-Pier 2E
Fremont Bridge Section
Stadium Freeway
Multnomah County
Project No. I-405-8 (16) 303
Contract No. 7124

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letters of June 6 and July 16, 1968 have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of August 5, 1968.

Please contact Mr.Robert Shotwell, Resident Engineer, 900 N. Stanton Street, Portland, Phone: 235-8911, Ext. 74, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to August 5, 1968, in the amount of $1374.77, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

cc: W. G. Johnson
Union Pacific Railroad Co.
F. B. Klaboe
A. W. Parsons
L. H. Young (2) (w/attachs.)
C. H. Maison "
A. E. Johnson (2) (w/attachs.)
R. E. Shotwell "
Jack Hesla "

*Note to Mr. Johnson:
Please have a State Force Order prepared and submitted for this work. return one copy of Est. and sketch with SFO.

RECEIVED
AUG 8 - 1968
FOR FILING
I-405-8(16)303
7124

UNITED STATES GOVERNMENT
Memorandum

Klabo

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 5, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge Section
Union Pacific Railroad - Gas and Water Adjustment

Mr. Litchfield's June 21 and July 19 letters with Mr. Sollis' July 30 letter have outlined the additional work adjustment for a 2-inch gas distribution line and 8-inch water main necessitated by Union Pacific's relocation of their Loring Street trackage.

These adjustments are approved as follows:

Work	Cost	Payment
2-inch gas distribution	$1374.77	Lump sum
8-inch water main	950.00	Actual cost

We confirm our verbal advance authorization of June 14, 1968 to proceed with this work.

orig to Litchfield
copy to Young
Sollis

8-7-68

NOTED
F. B. KLABOE

RECEIVED
AUG 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A

RECEIVED
AUG 7 - 1968

UNITED STATES GOVERNMENT
Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301
DATE: August 5, 1968

In reply refer to: 08-35-EC

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge Section
Portland Terminal Railroad Company Adjustment

Our July 11 memorandum set aside our participation for the estimate item "attorney fees" in this adjustment. Mr. Litchfield's July 31 letter has furnished sufficient information to justify this item as qualifying under Paragraph 4a of PPM 30-3. Therefore, you may code this item as participating.

orig to Litchfield
copies to Young
Sollis
8-7-68

NOTED
F. B. KLABOE

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 17 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 15, 1968
In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge Section
Spokane, Portland & Seattle Railroad - Additional Work

The additional work proposed by the Railroad's June 4 letter providing for underground installation of overhead wires and construction of a switchman's building is approved. The total estimated cost for the underground installation is estimated to be $2585 and the watchman's building at $1140. This work may be considered as being included in the original January 8 authorization.

7-17-68
REFERRED TO
Young Litchfield
By Asst. State Hwy. Engr.

NOTED
F. B. KLOCK

RECEIVED
JUL 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 16 1968
FOR FILING

I-405-8(16) 303
7124

July 31, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Attorney Fees
14th & Thurman Street
Grade Crossing
Fremont Bridge Section
Pier 2W
Stadium Freeway
Multnomah County
Project No. I-405-8 (16) 303

Dear Sir:

This is in reply to your letter of July 11, 1968 wherein you indicated the eligibility of the attorneys fees as set forth in the Portland Terminal Railroad Company's letter to Mr. Shotwell dated June 17, 1968 would be coded non-participating until its eligibility could be supported.

Attached you will find two copies of a letter from the Portland Terminal Railroad Company dated July 25, 1968 explaining the need for the attorneys services and attaching a copy of the attorney's bill which was submitted to the Railroad.

It appears that this expenditure by the Railroad was a legitimate expense and as a direct result of the State's work and therefore should be eligible for federal participation. We now submit this for your review and approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosure

cc: F.B. Klaboe ✓
V. L. Gallagher (2) (w/attach.)

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 10 1968

I-405-8(16)303

7124

July 30, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: I-405-8(16)303
Contract No. 7124
Pier 2e Fremont Bridge
Gas main relocation in connection with UPRR track relocation

Dear Mr. Simpson:

At an earlier date Mr. Litchfield advised you that it appeared the State would be liable for the cost of the gas main relocation occasioned by the Union Pacific track relocation which was made necessary by the construction of Pier 2e. Inasmuch as the gas main relocation is not necessary for the pier construction, we cannot request the City to have the gas company relocate at their own expense and therefore the State must bear these expenses.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Staff Attorney

JLS/djg
cc: Mr. F. B. Klaboe
Mr. T. W. Litchfield
Mr. G. E. Rohde

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 80 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

RECEIVED
JUL 22 1968

I-405-8(16)303

7124

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 19, 1968

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Adjustment of Overhead Wires & Switch Tender and Flagmen Buildings
Pier 2W-Fremont Bridge Section
Stadium Freeway
Multnomah County
Project No. I-405-8 (16) 303
Contract No. 7124

Gentlemen:

The estimate for placing your overhead wires underground contained in your letter of June 4, 1968 in the estimated amount of $2585, and the estimate for the Switch Tender Building attached to your letter of July 15, 1968, in the amount of $1140, have been reviewed and approved by the State and the Bureau of Public Roads. The original authorization date of January 8, 1968, applies to this work.

Reimbursement for the actual cost of this work will be made subject to the provisions of PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe ✓
R. E. Simpson
L. H. Young (2) (w/attachs.)
C. H. Maison "
A. E. Johnson (2) "
R. E. Shotwell "
Jack Hesla "

RECEIVED
JUL 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Note to A. E. Johnson: Please have a supplemental State Force Order prepared and submitted for this work. Return one copy of the estimate with the State Force Order.

C

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
JUL 26 1968
FOR FILING

I-405-8(16)303
7124

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 19, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Gas Line Adjustment
Loring Street - Pier 2E
Fremont Bridge Section
Stadium Freeway
Multnomah County
Project No. I-405-8 (16) 303
Contract No. 7124

Dear Sir:

Please refer to the undersigned's letter dated June 21, 1968, concerning the above-captioned subject. Attached to that letter were letters from the Northwest Natural Gas Company, dated June 6, 1968 containing an estimate of cost in the amount of $352.02 and a sketch showing the work to be done. There was also a letter from the Union Pacific Railroad Company dated June 14, 1968 indicating that the gas line beneath the railroad tracks should be encased in accordance with the railroad's Common Standard Specification CS-1029.

Attached you will find copies of a letter from the Northwest Natural Gas Company dated July 16, 1968, containing the revised estimate for this adjustment providing for the encasement of the portion of pipe beneath the proposed railroad tracks. This estimate has been reviewed and approved by our Accounting Section, and it is now submitted to you for your review, approval and authorization to proceed with the work in accordance with Paragraph 7g (3) or PPM 30-4. We request that the original estimate of $352.02 be replaced with this estimate in the amount of ~~$1356.77~~.
$1374.77

Inasmuch as the railroad may be in a position to begin work in the near future, we solicit your early attention to this matter.

TWL:ss

cc: F. B. Klaboe ✓
V. L. Gallagher (2)

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JUL 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1968
FOR FILING

C

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

I-405-8(16)303
7124

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 17, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Switch Tender Building
Spokane, Portland & Seattle
Railway Company
Pier 2W-Fremont Bridge Section
Stadium Freeway
Multnomah County
Project No. I-405-8 (16) 303
Contract No. 7124

Dear Sir:

Please refer to our letter of June 17, 1968 transmitting the SP&S Railway Company's letter of June 4, 1968 in which the railroad mentions the need of a new Switch Tender Building as shown in red on their sketch attached to that letter.

You will find attached two (2) copies of a letter dated July 15, 1968 from the railroad and a letter dated May 28, 1968 from the Ray F. Becker Company indicating that the cost of a new steel Switch Tender Building is estimated at $1140.

This was discussed with your Mr. Green by the undersigned on July 15, 1968 and we now request your formal authorization to proceed with the construction of this building.

F. B. KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
V. L. Gallagher (2) (w/attach.)

Attachment

RECEIVED
JUL 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 8 1963
FOR FILING

I-405-8(16)303
7124

FORM E1
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 17, 1968

Portland Terminal Railroad Company
Room 209
Union Station
Portland, Oregon 97209

ATTENTION: Mr. J. H. Jones
Manager

Re: Revised Estimate for Railroad Work
14th & Thurman Street
Fremont Bridge Section - Pier 2W
Stadium Freeway
Multnomah County
Project No. I-405-8 (16) 303
Contract No. 7124
YOUR FILE: T-2

Gentlemen:

Your Mr. R. L. Thomas' letter dated June 17, 1968 to our Mr. Shotwell containing your revised estimate for the relocation of the grade crossing at the above-captioned location has been referred to this office for review and approval.

Your estimate has been reviewed by the State and Bureau of Public Roads and found to be satisfactory except for the item of attorney fees for the land exchange agreements. All other items on this revised estimate are satisfactory and the original authorization date of March 1, 1968 will apply to this additional work.

If you will supply us a detailed explanation of the actual services rendered by the attorney we will further examine this item to determine its eligibility.

F. B. KLABOE

TWL:ss

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
R. E. Simpson
L. H. Young
C. H. Maison
I. D. Merchant
A. E. Johnson
R. E. Shotwell
Jack Hesla

RECEIVED
JUL 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1968

UNITED STATES GOVERNMENT

Memorandum

I 405-8(16)303 Mason

7124

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: July 11, 1968

In reply refer to: 08-35-EC

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405 8(16)303 Fremont Bridge
Portland Terminal Railroad

Our March 1, 1968 memorandum authorized you to proceed with this Railroad's work at a total estimated cost of $21,076. Mr. Cartwright's June 25 letter has submitted for approval a revised estimate for $34,008.

All items of the revised estimate appear satisfactory except the Attorney's fee for land exchange agreements. The eligibility of this fee will have to be determined after examination of the exact work undertaken. As shown on the estimate neither PPM 30-3 nor PPM 80-1 would allow reimbursement. We suggest this fee be coded nonparticipating until its eligibility can be supported.

orig to Mason
7-12-68
copies to
Young
Litchfield
7-16-68

RECEIVED
JUL 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

JUN 27 1968

I-405-8(16) 303
1124

June 25, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Revised Estimate of Cost
Relocation of Portland Terminal
Railroad Company Facilities
Fremont Bridge Piers
Stadium Freeway I-405
Multnomah County
Project No. I-405-8 (16) 303

Dear Sir:

Reference is made to Mr. L. H. Young's letter, dated February 27, 1968, which transmitted the agreement between the State and Portland Terminal Railroad Co. containing, as Exhibit "C", an estimate for the cost of relocating the railroad's facilities. Reference is also made to your letter of March 1, 1968 which approved the estimate and authorized the State to proceed with the railroad work.

Enclosed you will find two (2) copies of a revised estimate from Portland Terminal Railroad Company for the relocation of their facilities as outlined in the above-mentioned agreement. The revised estimate was submitted upon request from Mr. Robert E. Shotwell, Resident Bridge Engineer, when it became apparent that the railroad would overrun their original estimate. The revised estimate contains an explanation for the overrun of the original estimate.

Your approval of the revised estimate and confirmation of your authorization to proceed with the workas of March 1, 1968, is requested.

Very truly yours,

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By:

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

Enclosure

cc: F. B. Klaboe ✓
I. D. Merchant
L. H. Young

RECEIVED
JUN 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1968
FOR FILING

I-405-9(16)303

1.174

June 24, 1968
Salem, Oregon

NOTED
R. L. PORTER

MEMORANDUM TO THE FILES

Fremont Bridge No. 2529
Pier Construction
Piling for Pier 1E

Contract No. 7124 for the Fremont Bridge Piers requires the contractor to drive test piling in Pier 1E. To date two test piling have been driven and penetrations on the order of 30 to 34 feet obtained. Two additional test piling will be driven in the very near future to corroborate the penetration lengths of the first two driven. The consultant has redesigned the pile layout for 150 ton capacity piles rather than the 100 ton capacity piles shown on the contract drawings. This reduces the number of piling from 540 14"BP117# to 360 14"BP117# piling.

A revised sketch of the changed pile pattern was received this date as well as a redesign of the pier footing for construction in the dry and also details for construction if a concrete seal is required.

The problem arises over the use of domestic or foreign piling. Foreign piling can be obtained on the dock in Portland by October 1. Domestic piling can be obtained by August 15 if a mill order is placed within the next two days. The difference in cost between domestic and foreign piling is approximately $37,000 more for the domestic piling. However, the domestic piling can be obtained six weeks earlier than a foreign pile shipment. The contractor estimates that there is a possibility that he may be ready to drive piling by September 2 in which case domestic would have to be used to prevent a shutdown of operations. This matter has been discussed with the Bureau of Public Roads and they concede that the time element, in order to keep the pier construction going, overshadows the additional $37,000 cost in using domestic piling and the Bureau of Public Roads is agreeable to this approach.

It should be pointed out that an additional anticipated item in the contract authorization for furnishing and driving 540 piling amounted to $362,000. Because of the use of higher capacity piles, as demonstrated by the test piles, this figure will be considerably reduced.

Ivan D. Merchant
Bridge Engineer

IDM:jf
cc: R. L. Porter
Tom Edwards
A. E. Johnson
Bureau of Public Roads
Attn: Roy Tokerud

RECEIVED
JUN 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 21 1968
FOR [illegible]

I 405-8(16)303

7124

June 21, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Gas Line & Water Main in Loring Street
Pier 2E
Fremont Bridge Section-Stadium Freeway
Multnomah County
Project No. I-405-8 (16) 303
Contract No. 7124

Dear Sir:

As you know, the Union Pacific Railroad Company's tracks in Loring Street conflict with the construction of Pier 2E of the subject structure. The railroad has indicated to us that they will relocate their tracks on the northerly side of Loring Street and as a result will conflict with the two-inch gas distribution line and eight-inch water main which presently occupy the area.

Inasmuch as the gas line occupies City Street and not railroad property, the railroad is obliged to reimburse the gas company for this move. Since this gas line does not conflict with the bridge construction the State cannot exercise its agreement with the City of Portland, which would force the relocation of the gas line at no cost to the State. Therefore, it appears that the State is forced to reimburse the gas company for their adjustment.

Attached you will find two copies of a letter from Mr. D. W. Mills, Field Engineering Supervisor of the Northwest Natural Gas Company, to Mr. W. G. Johnson, Superintendent of the Oregon Division of the Union Pacific Railroad Company, dated June 6, 1968, to which there is attached an estimate in the amount of $352.02 covering the cost of the work. This estimate has been reviewed and approved by our Accounting Section and we now submit this to you for your review, approval, and authorization to proceed with the work on a lump sum basis. You will also find attached two copies each of the Railroad's letter to Mr. Mills dated May 28, 1968, the Railroad's letter to the undersigned dated June 14, 1968, and a sketch showing the work to be done.

The water line conflicts in a manner similar to the gas line, and this work is clearly reimbursable. The railroad has deposited $950 with the City, and City Forces have begun work on this adjustment. The railroad will include the City's bill for this work in their bill to the State for reimbursement. Payment will be made on the actual cost basis. Two copies of the City's estimate and sketch showing the work to be done dated May 23, 1968, are attached.

We now request that your approval and confirmation of the verbal authorization to proceed given by your Mr. Girvin to the undersigned on June 14, 1968.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosures

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
JUN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1968

I-405-9(16) 243

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 18, 1968

SUBJECT: Fremont Bridge Piers
Contract 7124

To: Memo to the File

At 7:30 A.M., June 18, representatives of Peter Kiewit Company and the Metropolitan Division met with Mr. Tom Edwards and Mr. Ivan Merchant in Mr. Edwards' office. This meeting was at the request of Peter Kiewit Company to discuss construction problems and procedures at Pier 1E.

Representing Peter Kiewit Company were Mr. Ed Lynch, Mr. Bill Hitt, and Mr. Ron Johanson. Representing the Metropolitan Division were A. E. Johnson, Ed Hardt, and Robert Shotwell.

Mr. Lynch stated that there were certain problems in connection with Pier 1E. He stated it was his understanding that steel foundation piling would be driven at this pier and one problem would be whether to use foreign or domestic steel. He stated that the main problem to the contractor was the effect of driving piling in relation to excavation and to the stability of a glory-holed excavation. He explained that in bidding the project they had anticipated building an earth embankment on the river side and glory-holing the excavation with slopes to the top of footing. They planned then to attempt to de-water this excavation and if they were unable to would drive sheet piling back somewhat from the edge of footing. He stated that he felt the addition of piling to the pier would affect the stability of his excavation and the de-watering and felt that the State should participate in the cost, to some extent, of excavation and de-watering.

Mr. Edwards answered Mr. Lynch that our specifications provided for the driving of test piling, our plans provided an alternate footing plan including piling, and provisions were made that if sheet piling were required they would be left in place. He felt there was adequate information to a bidding contractor to indicate that we would drive piling if it was possible and for this reason could not approve any participation in anything but the driving of the foundation piling

NOTED
TOM EDWARDS

which by the specifications would be performed by extra work. Mr. Edwards proposed that the contractor would excavate the hole for the pier and since we were driving piling would not require that original ground be maintained at the edge of footing. After driving piling he would expect the contractor to attempt to unwater the hole. If after a reasonable effort it was determined that pumping was not possible, the State would then provide for pouring a seal, the bottom of which would be at the planned bottom of footing elevation of -35. He stated that the State would pay all costs for driving the piling including rental of rigs, necessary falsework for driving, etc.

It was then agreed that the contractor would submit a proposed plan for driving piling to the State for approval and will plan on the use of an S-20 hammer. In order to resolve the problem of domestic versus foreign steel, Mr. Edwards asked the contractor to submit to him price quotations and delivery times for both domestic and foreign steel. These quotes were to be based on 360 - 40' piling. He also asked the contractor to submit a tentative work schedule using both types of piling.

The question of pile splices at Pier 1W was mentioned. Peter Kiewit Company has requested payment for splices in this pier due to the fact that approximate 80' piling were implied in the specifications, while test piling have resulted in the ordering of 100 - 125' piling with an average of 110'. Mr. Edwards agreed that we did not anticipate splicing and stated that a price agreement to cover these costs was in order.

Original signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:lh

cc: Tom Edwards
Ivan Merchant
Robert Shotwell

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JUN 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. [illegible], MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

R JUN 24 1968

FOR FILE

I-405-8(16)303

7124

June 17, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Adjustment of Overhead Wires
and Switch Tender and Flagmen
Buildings
SP&S RR - Pier 2W
Fremont Bridge Section
Stadium Freeway
Multnomah County
Project No. I-405-8 (16) 303
Contract No. 7124

Dear Sir:

On January 9, 1968, we transmitted to you the Spokane, Portland & Seattle Railway Company's estimate dated December 26, 1967, covering the work to be done by the Railroad on this project. Since then it has been determined that some additional work must be done, namely the adjustment of some overhead wires in the vicinity of Pier 2W which are to be placed underground, and the relocation of a switchman's building and watchman's building from the southerly side of the original crossing to the northerly side of the new crossing.

You will find attached two copies of the Railroad's letter dated June 4, 1968 containing the estimated cost of $2585.00 and a sketch showing the work to be done.

We request your approval of including this work in the original authorization granted on January 8, 1968. This matter was discussed with your Mr. Girvin by the undersigned on June 6, 1968.

TWL:ss

cc: F. B. Klaboe
V. L. Gallagher (2) (w/attach.)

Very truly yours,

F. D. Morgan
Construction Engineer

F. B. KLABOE
NOTED

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enclosure

RECEIVED
JUN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—5M

I-405-8(16)303
7124

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] project agreement if additional funds are required.
Date MAY 31 1968 G. M. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Fremont Bridge Piers	Date	June 12, 1968
Highway	Stadium Freeway	Contract No.	7124
County	Multnomah	Prefix	626-1095
Contractor	Peter Kiewit Sons' Co.	F. A. Project No.	I-405-8(16)303
Address	P.O. Box 1777, Vancouver, Wash. 98663	Order No.	2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reinforce Steel bearing pile tips.
1. Maximum equipment rental rates allowable as per A.G.C. Agreement.
2. Percentage allowed contractor is in accordance with the executed contract..

Location by station numbers:

NOTED
F. B. KLABOE

350+72.33 Pier 1E.

Estimate of quantities and cost:

Labor	$216.00	
Material	18.00	
	$234.00	Cost to armor pile tips.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Large boulders at this footing site necessitate the use of an armored tip on test piling. Work was performed June 3, 1968, with the knowledge and concurrence of Roy Tokerud of B.P.R.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,344,605.43
Present estimate of project cost, including $234.00 for work under this order	$4,171,055.22
Expected under-run ~~over-run~~ amount	$173,550.21
Expected under-run ~~over-run~~ per cent	3.99

Space to right of this line is for use of Salem Office

Submitted by: /s/ R.E. Shotwell, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, asst. ~~Construction Engineer or~~ Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, asst. Division Engineer

Approved: /s/ L. H. Young ✓ 6-24-68

Form E-206—5M

F I 405 [illegible] 302
[illegible]

STATE COPY

APPROVED
Contingent upon [illegible] of
project G-1P [illegible] additional
funds are [illegible]
JAN 3
Date 1968
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	N. W. Johnson-S. W. Montgomery	**Date**	April 25, 1968
Highway	Stadium Freeway	**Contract No.**	6832
County	Multnomah	**Prefix**	626-1076
Contractor	Gibbons & Reed Co.	**F. A. Project No.**	I-405-8(13)302
Address	P. O. Box 13388, Portland, Oregon	**Order No.**	12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate cast iron roof, fire hydrant and building drains to clear cantilever sign support footing at 15th and Everett. Relocate 8 inch concrete sewer located in east footing of "L" sign structure at 13th and Clay.

1. Maximum equipment rates allowable as per AGC agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Location by station numbers:

15th and Glisan and 13th Ave. Sta. "L" 75+70

RECEIVED
MAY 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$150.00
Equipment Rental	100.00
Materials	150.00
Total	$400.00 (Including 15%)

Explanation: **(Explain here the conditions which cause this work to be classed as "extra work")**
These sewer lines are not shown on the plans and relocation was necessary for construction of the footings. At both locations lines were within footing limits and conflicted with the permanent structure. Contract items do not provide for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$14,288,750.38
Present estimate of project cost, including $400.00 for work under this order	$13,841,931.29
Expected under-run amount	$446,819.09
Expected under-run per cent	3.13

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. D. Howard
Resident Engineer

Approval Recommended /s/ Alfred A. Rear
[illegible]
for Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt
Assistant [illegible]

Approved: /s/ [illegible] H. Young

[illegible] 5-17-68

FORM 8-123X 10M 6-67

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I 405-8(16)303

7124

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 9, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Relocation of Spur Track
Pier 2E
Fremont Bridge Section
Pier Construction
Stadium Freeway
Multnomah County
Contract No. 7124
Project No. I-405-8 (16) 303
YOUR FILE: D-9010-32-17

Gentlemen:

Attached you will find a copy of your letter dated January 30, 1968, to Mr. G. E. Rohde, which was signed by Mr. F. B. Klaboe, Asst. State Highway Engineer, on this date.

You are hereby authorized to proceed with the preparation of an agreement, a detailed estimate of cost, and a plan for the necessary railroad relocation. You are also authorized to order the materials required for this work. Authorization to proceed with the actual track relocation will be withheld until receipt of a satisfactory estimate and sketch detailing the nature and extent of the work to be done. All reimbursement for your work on this project will be made in accordance with PPM 30-3 and all supplements thereto.

It is understood the portion of the Albina Fuel spur occupying State Highway right of way has been removed and disposed of by the State's contractor. Therefore, this work should not be reflected in your estimate.

Inasmuch as this project was awarded to Peter Kiewit Sons' Company, Vancouver, Washington, on February 27, 1968, your expedited handling of this matter will be greatly appreciated. A conformed copy of the contract and bond is attached hereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:ss
cc: R. E. Simpson (w/copy of UPRR letter)
F. B. Klaboe (w/original of UPRR letter)
Tom Edwards (w/copy of UPRR letter)
L. H. Young " " "
C. H. Maison " " "
G. E. Rohde " " "
Enclosure
Jack Sollis " " "
A. E. Johnson " " "
R. Shotwell " " "
Jack Hesla " " "

NOTED
JACK L. SOLLIS

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2529 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JANUARY 30, 1968

File Ref. D 9010 - 32 - 17

Mr. G. E. Rohde,
Chief Counsel
Oregon State Highway Department
Salem, Oregon 97310

RECEIVED
FEB 1 1968
LEGAL & RIGHT OF WAY

Atten: Mr. Jack L. Sollis,
Staff Attorney

Dear Sir:

Reference is made to your letter of January 17, 1968 advising the State of Oregon proposes to reimburse Union Pacific Railroad Company for relocating its spur track in N. Loring Street, serving Vermiculite-Northwest, Inc., as required by construction of Pier 2-E for the Fremont Bridge in Portland.

We have roughly estimated that it will cost about $25,000 to relocate this spur and to retire the Railroad's Albina Fuel Co. spur track which is also necessary as a result of State's pending construction. A more refined and detailed estimate will be made after it is determined that our plan for relocating the Vermiculite-Northwest, Inc. spur is acceptable to the City of Portland.

The Railroad Company is willing to perform this work providing the State will reimburse the Railroad fully for all cost incurred which will include in addition to track work the furnishing of engineering, inspection, roadway watchman, flagging and other protective services necessary to protect Railroad property and operations and providing the State will also execute the Railroad's standard form of agreement when presented, abide by the Railroad's safety measures, furnish to the Railroad in satisfactory form Property Liability and Property Damage Insurance with maximum limits no less than $500,000/1,000,000 in each category covering work by State's contractors and perform the bridge construction in accordance with plans approved by Railroad's Chief Engineer.

#2 - Mr. G. E. Rohde Jan. 30, 1968

If the foregoing conditions are satisfactory to the State, will you please indicate acceptance and concurrence on State's behalf in the spaces below and return carbon of this letter to me so I can proceed with arrangements for the track work.

Yours very truly,

W. G. Johnson
W. G. Johnson,
Superintendent

ACCEPTED this 9th day of April, 1968

OREGON STATE HIGHWAY DEPARTMENT

By F B Klaboe
Asst. State Highway Engineer

Jack S. Sollie
STAFF ATTORNEY
approved as to legal form.

RECEIVED
[illegible] - 1968

UNITED STATES GOVERNMENT

Memorandum

I-4[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 5, 1968

In reply refer to: 08-35.1

TO 7/21 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303, Fremont Bridge Piers
Union Pacific Railroad: N. Loring Street

Klaboe

By memorandum on the subject project, dated February 1, 1968, the Union Pacific Railroad agreement for the North Loring Street adjustment was approved, subject to further clarification of the State's obligation to pay for this relocation.

Mr. Sollis' letters dated February 8 and March 29, along with other supporting data, were submitted for review by counsel. Our Regional Counsel has indicated additional information and time is necessary to make a determination.

To avoid a possible delay to the contractor on this project pending a legal determination of Federal eligibility - as discussed with Mr. Klaboe - you are authorized to proceed with the necessary work subject to such determination. A sketch map and estimate of costs for the work involved must be furnished at your earliest convenience.

February 1, 1968 is established as the date of eligibility for Federal reimbursement, should a legal determination of Federal eligibility be favorable.

cc Young
Morgan
Sollis
4-9-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 29, 1968

R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

Re: File R-36037
Union Pacific Railroad
Track Relocation
N. Loring Street

Dear Mr. Simpson:

Attached please find a letter from the office of city attorney regarding the relocation of the Union Pacific track in North Loring Street. I presume that this will be enough information to resolve this matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

JLS:lf
Attach.

cc: Barry Rutledge
T. W. Litchfield

Routing
Morgan
Ducker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAR 29 1968
CONSTRUCTION
DIVISION

Pease E
Morelock
Scott
Wills
/ Litchfield CV
Olson

OFFICE OF CITY ATTORNEY
CITY HALL
PORTLAND 4, OREGON
ALEXANDER G. BROWN
CITY ATTORNEY

RECEIVED
MAR 29 1968
LEGAL & RIGHT OF WAY

March 28, 1968

Mr. Jack Sollis
State Highway Department
Salem, Oregon 97310

Dear Mr. Sollis:

You have asked whether or not the City of Portland would be willing to revoke the spur track permit granted by Ordinance No. 32553. This spur track permit requires relocation to fit in with highway improvements.

It would be the opinion of this office, and we would so advise the City Council, that a cancelation of the spur track permit would not be permissible except in conjunction with the grant of a new permit in view of the fact that industries have located in the area on the basis of trackage service which is essential to their business life. A cancelation of such a permit would, in the opinion of this office, be deemed arbitrary and capricious and not within the scope of police power and, rather, would give ground for legal action against the city for damages closely paralleling inverse condemnation.

If the spur track is relocated there will, of course, have to be an amendment of Ordinance No. 32553. We do not feel that revocability of the permit under the City Charter places the city in a position to act without regard to the effect on businesses served by the trackage. We feel that such action would be deemed by our local courts to be unconscionable and an appropriate basis for legal relief, requiring payment equal to the cost of relocation, plus possible additional judgment.

This situation doubtlessly explains why railroad franchises do not contain a provision for track removal at the expense of the railroad companies, although some electric utility franchises do contain such a provision. As you know, railroads enjoy special status under the statutes of this state which date back 100 years to the period immediately following admission to statehood.

If I may furnish additional information, please call on me.

Yours very truly,

MARIAN C. RUSHING
Chief Deputy City Attorney

MCR:rf/fg

FORM PR-121A
UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

Memorandum

Edwards

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 5, 1968

In reply refer to: 08-35-DA

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

B R Brooks

SUBJECT: Oregon Project I-405-8(16)303
Fremont Piers Sampling Frequency

We hereby approve your concrete sampling frequency for the Fremont Pier contract as stated in Mr. Rears letter of March 21, 1968.

This approval is with the understanding that instructions will go out to the resident engineer as to the frequency of testing and method of documentation he should utilize in the use of the "Kelly Ball" and the "Chace" air meter. The instruments used in this type of testing should be correlated with your standard testing methods periodically.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 9 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Rear
Discuss
KHB

Copy - Young
Gen file
4-9-68

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 29, 1968

In reply refer to: 08-35.6

I-405-8(16)303
1124

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. Merchant, Bridge Engineer

FROM : RH Tokerud
R. E. Simpson, Division Engineer, by R. H. Tokerud, Division Bridge Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge
Test Pile Program at Pier 1W

With reference to your letter of March 20, 1968 and in confirmation of our verbal agreement at the bridge site on March 28, 1968, we approve of the following test pile program at Pier 1W:

1. Drive first test pile with McKiernan Terry S14 hammer to a bearing of 100 tons and then load test this pile.

2. Drive second test pile with S14 hammer to 100 tons bearing; then change to a Vulcan 0-14 hammer and continue driving to practical refusal.

3. Drive third test pile with Foster 2-50 Vibra hammer (if available at that time) to a tip elevation estimated to be at least 5 feet above the elevation that would yield 100 tons bearing; then continue driving with the S14 hammer to 100 tons and onto practical refusal with the 0-14 hammer.

The above program assumes rather consistent results. If erratic driving results are obtained, the schedule of test piles and loads should be re-evaluated.

Copy Ivan
E
Discuss - Copy Merchant 4-2
Young - 4-9-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 28 1968
FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-405-8(16)303
7124

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 27, 1968

City of Portland
Bureau of Water Works
City Hall, Room 100
Portland, Oregon 97204

Re: Adjustment of Water Facilities
NW 14th Ave.-NW Thurman St.
Fremont Bridge (Piers) Section
Stadium Freeway (I-405)
Multnomah County

ATTENTION: Mr. H. K. Anderson

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 8, 1968, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work as of February 21, 1968.

Reimbursement for the work performed on and subsequent to February 21, 1968 will be made subject to the provision of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

By:
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe ✓
A. W. Parsons
L. H. Young (2) (w/attach.)
C. H. Maison
A. E. Johnson (2) (w/attach.)
R. E. Shotwell "
E. E. Johnston "
Jack Hesla "

*Note to Division Engineer A. E. Johnson: Please have a State Force Order prepared and submitted for this work. Return one copy of estimate and sketch with SFO.

RECEIVED
MAR 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1968
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 22, 1968

In reply refer to: 08-35-EC

I-405-8(16)303

7924

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

B R Brooks

FROM : R. E. Simpson, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge Section
City of Portland, Bureau of Water Works Utility Adjustment

The agreement between the above-mentioned City and the State Highway Commission dated April 13, 1962 and two supplements covering utility adjustments and traffic control measures was approved by this office on July 9, 1962, December 2, 1964, and April 22, 1965. We now approve the plans and estimate for City-owned adjustments furnished with Mr. Litchfield's letter dated February 26, 1968. Reimbursement on an actual cost basis estimated to be $7493.40 is approved.

Our program memorandum dated January 3, 1968 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were verbally authorized to proceed with actual adjustments for the above-mentioned City-owned utility, effective February 21, 1968. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

3-27-68

REFERRED TO
Young Morgan Mason
1st Asst State Hwy. Engr

RECEIVED
MAR 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 28 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 26, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Adjustment of Water Facilities
Bureau of Water Works
City of Portland
Fremont Bridge Section
Stadium Freeway I-405
Multnomah County

Dear Sir:

Herewith you will find the following data pertaining to this project:

NOTED
F. B. KLABOE

(1) Two copies of the Bureau of Water Works estimate for doing the work dated February 8, 1968.

(2) Two copies of a sketch map prepared by the Bureau of Water Works showing the work to be done.

Certification as to the City of Portland's rights in the area they occupy and their right to reimbursement is covered by City-State agreements dated April 13, 1962 and November 24, 1964, and supplemental agreements thereto.

A permit is not required as the relocation will be made in an area to become a City street upon completion of construction. Please refer to the supplement, dated December 5, 1967, to the City-State agreement dated April 13, 1962.

The relocation involves a segment of facility less than one mile in length and, therefore, the State is not entitled to a credit under the provisions of paragraph 9b(1)(b) of PPM 30-4.

This completes the agreement between the State and the City of Portland. Our Staff Attorney's letter d ated January 16, 1968 describing the conflicts and establishing the obligation of the State to reimburse the City for the adjustment are attached.

Your approval of this agreement as evidenced above and confirmation of your verbal authorization to proceed with the work as of February 21, 1968 under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer
By:
T. W. Litchfield
Utilities Liaison Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD

RECEIVED
OFFICE OF
HIGHWAY ENGINEER

JMC:ss
cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
JUN 7 - 1968

~~FOR FILING~~

I-405-8(16)303

7124

4 R

Salem, Oregon
March 8, 1968

RAILROAD COMPANIES
FILE No. 654

Union Pacific Railroad Company
Fremont Bridge Section
Stadium Freeway
Multnomah County

Mr. G. E. Rohde
Chief Counsel

Attention: Mr. Jack Sollis
Staff Attorney

BUILDING

Agreement 4r
(Mar 5, 1968

Attached for signature by Union Pacific Railroad Company are two copies of Extension Rider extending the expiration date to July 18, 1969, of an existing agreement to perform core drilling operations on Railroad property near the Fremont Bridge in Portland.

After the extension rider has been signed, a fully executed copy should be returned to this office for the Commission's files.

Floyd Query, Secretary

wln
Attachments

cc Mr. F. D. Morgan
Attn: Ted Litchfield

RECEIVED
FEB 14 1968
FOR FILING

Const
Prog
Main - Portland
Fremont Br.

February 14, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the March 5 meeting an Extension Rider from the Union Pacific Railroad Company which will extend the expiration date from July 18, 1968 to July 18, 1969 of the existing agreement with the Railroad to perform core-drilling operations on Railroad property required prior to the construction of the Fremont Bridge on I-405 in Portland.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
A. E. Johnson

TWL:fw jes

RECEIVED
MAR 12 1968

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-405-8(16)303
7124

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 8, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

G. R. Brooks

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge (Piers) Section
Pier Construction

As requested in Mr. Young's letter of February 27, 1968 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of February 27, 1968 in the award of Contract No. 7124 to Peter Kiewit Sons' Company, of Omaha, Nebraska, low bidder in the amount of $3,370,071.50 at the February 1, 1968 bid opening.

Orig. to Young
copy - files 3/12/68

RECEIVED
MAR [illegible]
OFFICE OF
STATE HI[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 1 2 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-405-8(16)303
7151

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

March 8, 1968

R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

Re: Loring Street Track
Relocation - Union
Pacific Railroad
Pier 2-E, Fremont
Bridge Section
Stadium Freeway
I-405-8(16)303

Dear Mr. Simpson:

With respect to my letter of January 17, 1968, concerning the above subject and the attachments thereto, and my letter to Mr. G. R. Brooks of February 8, 1968, the following information is offered.

In this case the railroad is located in the public street by virtue of City Ordinance No. 32553 which does not require the railroad to relocate at its expense. The opinion of the Chief Deputy City Attorney determined that the City did not have the authority to require the railroad to relocate at its expense.

The tracks were very likely paid for by the owners of the property that they serve, but belong to the railroad and therefore there is no way that we can require the owner to relocate the tracks.

It is therefore our considered opinion that under these circumstances there is no way that the State can require the railroad to relocate at its own expense and therefore the relocation of the track covered by Ordinance No. 32553 would be subject to reimbursement by the State.

With respect to the track that goes across private property in the immediate vicinity, we acquired the underlying fee from Pacific Power & Light under Right of Way File #35109

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OFFICE OF
[illegible]

subject to the easement for the railroad track which extends on past this property in excess of one block. We are now cutting off this track and completely destroying its utility or potential for future extension. Inasmuch as we acquired the fee subject to the easement for the track, we would be legally obligated to pay for the value of the entire track if we severed it and in my opinion this value would far exceed the cost of removal of a short section of this track which will be accomplished by the Union Pacific Railroad and for which we will get a release of their easement for the railroad track across the Pacific Power & Light Property we acquired for right of way.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Utilities & Railroad
Attorney

JLS:lf

General files

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

I-405-8(16)303 Klabe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 1, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
7124 Salem, Oregon

FROM : R. E. Simpson, Div Engr, by R. M. Arenz, Acting Div Engr
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge
Portland Terminal Railroad

Our February 1, 1968 railroad agreement memorandum approved the Portland Terminal Railroad agreement, but withheld authorization to proceed with the work pending our receipt of (1) the executed agreement, (2) Railroad approval of plan and (3) the Railroad estimate.

Mr. Young's February 27, 1968 letter furnished an estimate with an executed agreement, and Mr. Litchfield's February 26 letter provided copies of the Railroad's February 26 letter approving the plans.

We have reviewed the estimate and find it satisfactory for use as an actual cost basis of total estimated cost of $21,076. Several items are noted "contract", therefore, we find the contract method satisfactory if necessary. Item 8 provides for the paving of 210 square yards by the City of Portland. The eligibility of this work should be examined.

You are authorized to proceed with the railroad work effective today under the provisions of PPM 30-3 dated October 15, 1966.

[illegible]

RECEIVED
MAR - 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
APR 2 - 1968

FOR FILING

I-405-8(14)363

7124

February 27, 1968

Peter Kiewit Sons' Co.
215 S. "V" Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission on February 9, 1968, accepted your proposal for pier construction on the Fremont Bridge on the Stadium Freeway in Multnomah County for the sum of $3,370,071.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7124. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 9, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. W. Rulien L. H. Young
Robert Shotwell I. D. Merchant
Frank Morgan C. D. Matthis (SIAC)

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. NICK, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 29 1968
FOR FILING

I-405-8(16)303
7124

February 27, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Railroad Work
Portland Terminal Railroad Company
Fremont Bridge Section
Pier Construction
Stadium Freeway
Multnomah County
Project No. I-405-8(16)303
Contract No. 7124

Dear Sir:

In your letter of February 1, 1968 regarding this project you indicated that you were withholding authority to proceed with the work to be performed by the Portland Terminal Railroad Company until you received an executed copy of their agreement and their approval of our construction plans.

With Mr. L. H. Young's letter of February 27, 1968, you received a copy of the construction agreement as signed by the Portland Terminal Railroad Company to which there was attached as Exhibits "a" and "c" a sketch map and estimate of the work to be performed by railroad forces and estimated to cost $21,076.

Attached hereto you will find two (2) copies of the railroad's letter dated February 26, 1968 approving our construction plans and specifications.

It appears to us that we have now satisfied the conditions set forth in your February 1, 1968 letter and in view of the fact that this agreement will be executed by the Highway Commission at their meeting of March 5, 1968, we are now requesting your authority to proceed with the railroad work on this project. Inasmuch as this railroad work is vital to the early completion of Pier 2W, we request you give this matter priority handling.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
I. D. Merchant
L. H. Young

Enclosures

RECEIVED
FEB 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2

PORTLAND TERMINAL RAILROAD COMPANY

OFFICE OF MANAGER

ROOM 209 UNION STATION
PORTLAND OREGON 97209

J. H. JONES
Manager

February 26, 1968

File T-2

Mr. F. D. Morgan, Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

✓

Refer to yours of January 15, 1968, transmitting pier construction plans for the Fremont St. Bridge Section, Stadium Freeway, Project No. I-405-8(16)303.

Plans and specifications identified above are hereby approved by the Portland Terminal Railroad with the following exceptions:

(1) Special Provisions of the specifications, Section 7.28 (c) (1) on page 8 shall be changed to read as follows:

> PORTLAND TERMINAL RAILROAD COMPANY - In General, Railroad will also furnish such personnel or other protective services when any equipment is standing or being operated or any erecting or construction activity are in progress in close proximity of any tracks regardless of elevation above or below track.

It being the intention that the Railroad may determine when flagging operations must take place.

(2) On sheet 3 of the plans the words "Access Control Line" as appears in two places shall be considered as deleted in-so-far as State right-of-way lines crossing the right-of-way of the Portland Terminal Railroad are concerned.

Very truly yours,

J H Jones

Manager

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
FEB 27 1968
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wille
Litchfield
Olson

Copies to: AW Parsons (2)
FB Klaboe
I D Merchant
F D Morgan
L H Young

AE Johnson
Robt. Shotwell
Jack Hella

C

RECEIVED
FEB 26 1968

I-405-8(16)303
1124

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 26, 1968

SUBJECT: Fremont Bridge Piers
Pre-construction Meeting

To: MEMO TO THE FILES

On February 20, 1968, a meeting was held in the Metropolitan Division Office to discuss the contractor's proposed plans for construction of the Fremont Bridge Piers. Cofferdams and pile driving were of particular interest, although other items were also discussed. The meeting was called at the request of the contractor, Peter Kiewit Sons' Co.

In attendance representing the contractor were Bill Hitt and Ronald Johanson. Representing the Highway Department were A. E. Johnson, E. L. Hardt, Robert Shotwell, and George Bennett.

Mr. Hitt inquired as to the date when the railroad track crossing at 14th and Thurman will be ready for his work. Tracks belonging to both S. P. & S. Railroad and Portland Terminal Rail Co. have to be ballasted and adjusted before the contractor can pave the new crossing. It developed that S. P. & S. has been working about three weeks; however, P. T. R. will not begin their work until the railroad agreement covering this work is signed by all parties. A check with Mr. Litchfield indicated that this should be done in no more than two weeks. It was anticipated that another three weeks would be required by the railroad for performance of the work. Mr. Hitt asked if it would be possible to drive the test piling for Pier 2W prior to the relocation of the street. He was told that since the present street area covers practically all of the location for the pier, the street would have to be relocated before the test pile could be driven.

He mentioned that he planned to move a construction office into the block bounded by 14th and 15th Avenues, and Savior and Thurman Streets. He said that he realized that this might infringe on the area required by the future W. Interchange contract, and that this would be taken into account. Since the Fremont Pier Contract calls for cooperation with the future contracts, Mr. Hitt was told that use of this block was satisfactory.

He also raised a question regarding Revision Letter No. 1 wherein specifications 102-4.1 and 102-5.1 were revised to cover the embankment to be made in the vicinity of Pier 1W. Since the material involved in the embankment must be handled twice because there is no suitable stockpile site on the project, he seemed to feel that his revised specification did not adequately cover the situation. He made no definite objection at this time but mentioned that he might raise the question in the future.

Mr. Hitt mentioned that the Crown Zellerback people who are the present tenants of the Luckenbach Terminal Building had approached him about a time extension for their use of the building. He said he told them that availability of this area was critical to his program and that such a time extension was impossible as far as he was concerned. He mentioned that Kiewit was planning on subcontracting the demolition of this building to Salem Sand and Gravel and that he understood that the owners of the building also had approached Salem Sand and Gravel regarding the severing of the building. Mr. Hitt was told that our best information at this time was that the building should be available to him around the first of March.

Mr. Hitt reported that he plans on using O-14 and S-14 pile driving hammers. The former is a 42,000 foot pound hammer and the latter is a 37,500 foot pound hammer adaptable for underwater use. He mentioned that he wanted to drive a foundation pile and a sheet pile with a Vibra-hammer. Depending on the results, further consideration would be given to using this type of hammer on the project.

He mentioned a conflict between the cofferdam bracing and wales, and the adjacent foundation piling wherein due to the size of the hammer, which occupies a space of 42" square, the piling can not be driven to grade with the cofferdam in place. He proposed to solve this problem by either furnishing those piles in conflict extra long so that the hammer would not extend into the cofferdam or by furnishing a pile "extender" which would accomplish the same purpose. This pile "extender" which so far is in the talking stages, would have a hydraulic gripping system which would fasten it rigidly to the pile so as to eliminate any energy loss at the connection.

Since the specifications for test pile driving for Pier 1E call for an extra large size hammer (60,000 foot pounds versus 36,000 foot pounds for the balance of the piling) this hammer will be shipped in from St. Louis for this driving. Mr. Hitt expressed concern that by the time load testing of these test piling was completed and a decision reached as to the need for piling for this pier that his special hammer would be loaded and on its way back to St. Louis. He also mentioned in the same light that there is a three month's lead time required between ordering piling and delivery of same. Mr. Hitt was told that this problem of determining the need for piling for Pier 1E could not be solved until the test piling were driven, and that we anticipate that as soon as they were driven we would be able to tell him if piles were required.

It developed that the purpose of this meeting was not to bring forth any specific problems or arguments that the contractor might have but merely to acquaint us with his planning and to make us aware of his problems. The meeting was held on a very friendly basis.

A. E. Johnson
Metropolitan Engineer

By: ORIGINAL SIGNED BY EDWARD L. HARDT
Edward L. Hardt
Metropolitan Engineer, Assistant

ELH:rb

cc: Tom Edwards
Ivan Merchant
Robert Shotwell

NOTED
TOM EDWARDS

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FEB 28 1968
DIVISION OF
STATE HIGHWAY ENGINEER

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FORM E-129

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-405-8(16)303
7124

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 8, 1968

Mr. G. R. Brooks
Assistant Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97310

97

File No. R-36087
Union Pacific Railroad
Fremont Bridge Section
Stadium Freeway
Your File 08-35-EC
Project No. I-405-8(16)303

Dear Mr. Brooks:

In reply to your letter of February 1, 1968, regarding the construction of the Fremont Bridge piers as it concerns the relocation of the track of the Union Pacific Railroad in North Loring Street, the following is offered.

In the opinion by Marian C. Rushing, Chief Deputy City Attorney, reference was made to ORS 722.105. This reference was merely to indicate that the City could not keep the railroad from using City streets for railroad tracks and is not directly concerned in this problem.

As far as the relocation of this track is concerned, we are only interested in the authority that the City of Portland has to require the railroad to relocate its tracks at its own expense when requested to do so by the City. As pointed out in Miss Rushing's opinion, the City does not have the authority to require the railroad to relocate spur tracks at its own expense where they are located in City streets but has only the authority to grant revokable permits for tracks located in City streets.

The spur track in question is covered by Ordinance No. 32553, a copy of which is attached. As you will note from the Ordinance, the City has only the authority to revoke the Ordinance and thus cancel the rights of the railroad company in the street, but does not have the right to require them to relocate at their expense.

Although in the instant case when the spur track was built the private property owners may have paid for the track and its installation, the railroad company still owns the track and has complete control over it.

Therefore, on the basis of the above explanation and the information submitted in my letter of January 17, 1968, I feel that the provisions of PPM 30-3, paragraph 3, sub-paragraph "c" have been met.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

RECEIVED
FEB - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JLS/bdr
cc: R. L. Porter
F. B. Klaboe ✓
F. McKinney
T. W. Litchfield
A. E. Johnson

UNITED STATES GOVERNMENT

Memorandum

I-405-8(16)303

7124

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 1, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : C. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge Piers
Railroad Agreements

2-6-68

REFERRED TO
Young - [illegible] - Litchfield
BY ASST STATE HWY. ENGR.
Morgan - [illegible]

Our January 10, 1968 PS&E memorandum deferred comment on the railroad agreements pending resolution of certain verbal understandings and stipulations. On the basis of two meetings held in our office with Messrs. Young and Litchfield and the documentation subsequently received, we have permitted this project to remain in the February 1 bid opening schedule. This relaxation of the requirements of PPM 30-3 was considered to be in the public interest because of the necessity to advance this first stage of an ultimate $60-million segment of I-405 to construction at an early date, which if not started would critically upset the construction time schedule.

Portland Terminal Railroad Company

The January 12 meeting concluded with the understanding that the Portland Terminal Railroad permit of entry would be actively pursued. Subsequently we were furnished a copy of the Portland Terminal Railroad's January 11, 1968 letter documenting the course of action agreed upon as follows:

1. Portland Terminal Railroad's granting of a permit of entry for construction of the Fremont Bridge and construction of a relocated grade crossing.

2. State's obtaining and transferring parcel No. 35105 from Spokane, Portland and Seattle Railroad to Portland Terminal Railroad.

3. State's obtaining vacation of the City's rights to portions of Northwest 14th Street and Northwest Thorman Street that are between the Portland Terminal Railroad's present right of way and present grade crossing and conveying these rights to Portland Terminal Railroad.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. Portland Terminal Railroad's granting an easement to the State for the relocated grade crossing and an aerial and sewer easement for the overpass by the Fremont Bridge and for a storm sewer beneath the Bridge.

On January 19 we received a proposed draft of a State - Portland Terminal Railroad agreement covering the above four items, which we now approve subject to the following comments:

1. Section 1(g) is approved with the understanding that your approval of the attachment of the listed facilities to the structure would also be subject to our concurrence and such approval would be under extremely rare or unusual circumstances. Incorporation in some manner of the air-rights provisions of paragraph 4 of PPM 80-5 will be necessary, pending our resolution of Mr. Sollis' October 27, 1967 letter.

2. In regard to the exchange of property interests, the State shall be governed by the procedures outlined in paragraph 1.0(5) of PPM 80-3.

Our concurrence in award of this project must be held until receipt of an executed copy of the agreement (permit of entry). Furthermore, any authorization to proceed with Portland Terminal Railroad work must await the foregoing execution of the agreement as well as Railroad approval of the plans (Section 2(d) of Agreement) as well as receipt of your review and approval of the Railroad's estimate of the work.

Union Pacific Railroad

Mr. Sollis' January 17, 1968 letter advised us of the fact that the Union Pacific Railroad's North Loring Street track is no longer considered a nonreimbursable relocation. A January 16, 1968 letter from Marian Rushing, Chief Deputy City Attorney of Portland, indicates that under ORS 772.105 the City cannot require the Union Pacific Railroad to remove and construct these spur tracks at the Railroad's expense. Mr. Sollis' letter was discussed at our January 19 meeting at which time we requested that an opinion of the application of ORS 772.105 to the North Loring Street spur tracks and the railroad user's obligation be obtained from the State's Attorney General to be assured that the State is obligated to reimburse the railroad.

Our participation in this work shall be with the understanding that should you not be obligated, any Federal funds expended will be credited to the project.

(more)

We concurred in an abbreviated procedure to obtain an exchange of correspondence type agreement with the Union Pacific Railroad, to be followed by a formal agreement. We have received and hereby approve the Union Pacific Railroad's letter agreement of January 30, 1968 which indicates an unrefined estimate of $25,000 to relocate the Vermiculite-Northwest Spur and to retire the Albina Fuel Spur both on North Loring Street. We question the retirement of the Albina Fuel Spur as being all reimbursable in light of Marian Rushing's letter. Our approval and authorization of the work is conditioned to receipt and approval of a detailed estimate and the railroads approval of the plans. It is our understanding that no permit of entry is necessary, as under ORS 772.105 the Railroad has no real property rights at this location.

See Lender date of 4-9-68

The other portions of the Union Pacific property easterly of Pier 2E is considered not within the specific scope of this project, and we have your January 5, 1968 assurance that you are proceeding with all actions necessary to complete the transaction, and you have our January 31, 1968 memorandum on the Railroad right of way.

Spokane, Portland and Seattle Railroad

Our July 25, 1967 memorandum approved the Spokane, Portland and Seattle Railroad agreement and on January 9, 1968 Mr. Litchfield submitted the estimate for review. We hereby confirm our verbal authorization to proceed with the work effective January 8, 1968 and request a finding of necessity for the pavement removal under Item No. 2 of estimate.

Inclusion of the air-rights provisions in some manner will be necessary pending our resolution of Mr. Sollis' October 27, 1967 letter.

Enclosures

RECEIVED
FEB 20 1968

FOR FILING
I-405-8(16) 303
7124

Salem, Oregon
January 25, 1968

Agreement with Portland
Commission of Public Docks

Mr. G. E. Rohde
Chief Counsel

Attention: Mr. Jack Sollis
Staff Attorney

40

MISC. CONTRACTS and
AGREEMENTS No. 3459

1-23-68

As requested by phone yesterday, attached for distributing to Portland Commission of Public Docks is an agreement covering features that need to be taken care of as part of the Interstate 405 Project.

We have retained a fully executed copy for the Commission's files.

Floyd Query, Secretary

fkn
Attachment

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Marine Portland
Fremont Br.

January 19, 1968

Oregon State Highway Commission

Gentlemen:

On the agenda for the January 23 meeting will be a construction agreement with the Portland Commission of Public Docks covering features that need to be taken care of as part of the Interstate 405 project. The work is a portion of the State's overall pier contract and consists of removal and replacement of retaining wall, dolphins, and a catwalk.

Your approval is recommended, with authority for the Secretary to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
G. E. Rohde
A. E. Johnson

RLP:ms jos

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

JAN 22 1968

FOR FILING

I 405-8(16)303

7124

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 17, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Re: Loring Street Track
Relocation - Union
Pacific Railroad
Pier 2-E, Fremont
Bridge Section
Stadium Freeway
I-405-8(16)303

Dear Mr. Parsons:

The Union Pacific Railroad has a spur track located in North Loring Street that must be relocated to accommodate Pier 2-E of the Fremont Bridge.

Initially we were under the impression that the City of Portland had the authority to require the railroad to relocate this track at its expense.

On Tuesday, January 16, Mr. Litchfield and myself met with City of Portland personnel, including Mr. Norman Drulard, City Engineer and Marian C. Rushing, Chief Deputy City Attorney, and as set out in the attached letter, the City of Portland does not have this authority. Therefore, it is our opinion that this letter opinion from the City Attorney's office satisfies the requirements of Paragraph 3 of PPM 30-3 and will allow the State to reimburse the railroad for this work.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad
Attorney

JLS:lf
Enclosure

cc: R. L. Porter
F. B. Klaboe
Ivan D. Merchant
Frank McKinney
T. W. Litchfield
A. E. Johnson
Jack Hesla

OFFICE OF CITY ATTORNEY
CITY HALL
PORTLAND 4, OREGON
ALEXANDER G. BROWN
CITY ATTORNEY

January 16, 1968

Mr. G. E. Rohde
State Highway Commission
Salem, Oregon

Dear Mr. Rohde:

You have asked what authority the city has to order relocation of railroad tracks within the city with special reference to a spur track for which a revocable permit was granted by Ordinance No. 32553, passed by the Council of the City of Portland, on January 31, 1917. This permit was granted to Oregon-Washington Railroad & Navigation Company, its successors and assigns.

Union Pacific Railroad Company operates the property of Oregon-Washington Railroad & Navigation Company under lease. The railroad operations are authorized within cities of the State of Oregon pursuant to ORS 772.105. This statute grants to railroads the authority to appropriate city streets and county roads within the state, and permits the city and railroad company to agree upon the streets in which the railroad operations are located by franchise ordinance. Current franchises held by OWR&N and its lessee, Union Pacific Railroad Company are Ordinance No. 108948, 108949, 108950 and 108951, all extending to November, 1976.

The various franchises under which Union Pacific operates within the City of Portland do not contain any provision authorizing the city to require relocation of trackage at the expense of the railroad company. There is no provision in the Portland City Charter authorizing the city to require the railroad to relocate its facilities at railroad expense.

Industrial spur tracks may be granted by the city under authority of Section 10-203 of the City Charter, and by that section the city may"grant revocable permits for the use of streets for" railroad tracks for spurs, sidings or switches.

Pursuant to that charter section, the city did grant a revocable permit by Ordinance No. 32553 to Oregon-Washington Railroad & Navigation Company the spur track in question here.

Our revocable permit ordinances regarding spur tracks do not contain any provision for relocation of the trackage whatsoever. The city does have a right to revoke the permit by the terms of the ordinance, but this can only require the removal of the trackage. It does not permit the city to require a relocation at the expense of the railroad company.

Although the City of Portland prefers to grant the revocable permits for spur trackage to the railroad companies directly in order to preserve their ability to require maintenance in accordance with the terms of the permit, actually the spur trackage is permitted for the benefit of the industries served and is constructed as we understand it at the sole expense of the industries to be served by the trackage. The city has not, in the past, and does not now contend that it can require the railroad company to construct a spur track to serve industries at its own expense in any location in the city.

We have no provisions in our Public Works Code or other ordinances of the city of general application to railroad operations in the city requiring relocation at company expense of facilities located in the city.

Yours very truly,

Marian C. Rushing

MARIAN C. RUSHING
Chief Deputy City Attorney

MCR/fg
cc: Norman Drulard, City Engineer

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(2) Upon construction by the corporation of a county road or highway on the property so acquired in a manner conformable in the material character of the construction of said highways appropriated and upon the same grade or such other grade as may be agreed upon by the corporation and the county court or board of county commissioners of the county in which the road is located, and upon the acceptance by the county court or board of such newly constructed road, and on the conveyance of same to the county, the corporation shall then become the owner and entitled to the possession of so much of the county road or highway so appropriated.

(3) ORS 772.065 and 772.070 do not apply to roads or streets within any platted or incorporated city or town, or any addition thereto.

772.070 Procedure on dispute between county and corporation. (1) If the county court or board of county commissioners and corporation cannot agree upon the matters of appropriation under ORS 772.065, the dispute shall be referred to the Public Utility Commissioner.

(2) The commissioner, after notice and hearing, shall determine the terms and conditions upon which the corporation may appropriate the county road or highway.

(3) In the proceedings before the commissioner, a full and complete record shall be kept as provided by ORS 760.565.

(4) Either party may appeal from the decision of the commissioner to the circuit court of the county in which the road or highway to be appropriated is located, if notice thereof is served on the commissioner and the adverse party within 30 days from the date of the order of the commissioner.

(5) Whenever a notice of appeal is served upon the commissioner under this section, he shall cause a transcript of said proceedings forthwith to be prepared and filed with the county clerk of the county to which the appeal is taken, and in the manner provided by ORS 760.565.

(6) The circuit court shall examine into all the questions of law and fact and make such order or decree as may be equitable in the premises.

(7) Either party may appeal to the Supreme Court in the manner prescribed for appeals in equity cases. The taking of such appeal from the decision of the circuit court shall not operate to stay or suspend the decision of the circuit court so appealed from, but the decision shall be effective immediately upon being rendered, and shall be acted upon by the county and corporation and followed, recognized and complied with by them pending such appeal to the Supreme Court and until the final determination thereof.

772.075 to 772.095 [Reserved for expansion]

APPROPRIATION OF PUBLIC LANDS FOR ROADS AND BRIDGES

772.100 Definitions for ORS 772.105 to 772.160. As used in ORS 772.105 to 772.160, unless the context requires otherwise:

(1) "County court" means the governing body of a county, whether it is a county court or board of county commissioners.

(2) "Road" means any macadamized road, plank road or clay road.

772.105 Authority to appropriate; when tolls may be collected. (1) When it is necessary or convenient in the location of any road or railway to appropriate any part of any public road, street, alley or public grounds not within the corporate limits of a municipal corporation, the county court of the county wherein such road, street, alley or public grounds is located, may agree with the corporation constructing the road, upon the extent, terms and conditions upon which the same may be appropriated or used, and occupied by such corporation. If the parties are unable to agree, the corporation may appropriate so much thereof as is necessary and convenient in the location and construction of the road.

(2) Whenever a private corporation is authorized to appropriate any public highway or grounds as mentioned in subsection (1) of this section, within the limits of any town, whether incorporated or not, such corporation shall locate their road upon such particular road, street, alley or public grounds, within such town as the local authorities designate. If the local authorities fail to make such designation within a reasonable time when requested, the corporation may make such appropriation without reference thereto.

(3) Whenever a public highway or grounds is taken by a private corporation by agreement with the local authorities mentioned in subsection (1) of this section, the corporation may place such gates thereon,

and charge and receive such tolls thereat, as the local authorities may consent to by agreement, and none other; but when the same is appropriated without such agreement, as provided in subsection (2) of this section, the corporation shall not place any gate or other obstruction on the public highway or grounds appropriated, nor charge or receive any toll from any person passing over or along the same.

772.110 Width of road and width of clearing through timber. Any road constructed by a corporation formed under ORS chapter 57 shall be cleared of standing timber for 30 feet in width of the road, and shall have a track in the center not less than 16 feet wide, finished and kept in good traveling condition, except when the cutting on the road is six feet or more deep on either side, in which case such track need not be more than 10 feet wide, with turnouts of 16 feet in width for every quarter of a mile of such narrow track.

772.115 Bridges and ferries required on the road line. All streams or other waters upon the line of such roads shall be safely and securely bridged, except where:

(1) The county court of the county wherein the line of such road may cross such other waters or, if such waters form the boundary between two counties, the county court of either county may authorize the corporation to place a ferry boat upon such waters, to be kept and run for such toll as the county court may prescribe, and in the manner required of ferries established under the general statutes in relation to ferries.

(2) The county court may authorize such corporation to connect its road with a ferry already established over such waters under the general statutes in relation to ferries.

772.120 Notice of completion of road; right of travel on payment of tolls. (1) Whenever all or a section of a road is completed or fit for public travel, the corporation shall give notice thereof, by publication in some newspaper of general circulation, along the line of such road or section, or by posting notices along the line of such road or section, or by posting notices along such line in some conspicuous place, not less than five miles apart.

(2) Thereafter such road or section is a common highway, so that every person with his stock and vehicles of every description may travel t
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7124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 15, 1968
Salem, Oregon

To: MEMO TO THE FILE

SUBJECT: Fractional Block 16
NW 14th & Thurman St. Grade Crossing
Pier 2W
Fremont Bridge Section
Multnomah County
Project No. I-405-8(16)303

On January 10, 1968, a meeting was held in the Office of the Portland Terminal Railroad Company with representatives of the Portland Terminal Company, the Spokane, Portland & Seattle Railway Company and the Oregon State Highway Department present to discuss the relocation of the grade crossi connecting NW 14th Avenue and Thurman Street to NW Front Avenue.

Representing the Portland Terminal Railroad Company were:

R. L. Thomas, Engineer of Construction & Maintenance
D. H. Burnett, Attorney

Representing the Spokane, Portland & Seattle Railway Company were:

H. E. Hudson, Right of Way and Tax Agent
Ralph Hamilton, Asst. Right of Way and Tax Agent

Representing the Oregon State Highway Department:

T. W. Litchfield, Utilities Liaison Engineer

This meeting was called in an attempt to generate some action by the PTRR to grant the State a Permit of Entry to allow the contract for the construction of the Fremont Bridge Piers to proceed. The problem has arisen because the existing grade crossing occupies property owned in fee by the Spokane, Portland & Seattle Railway Company over which tracks owned and operated by the Portland Terminal Railway Company pass. PTRR wishes to obtain fee title to the portion of this property occupied by their tracks when the existing City street is vacated and moved to the new location, since upon vacation of the existing grade crossing by the City, fractional block 16 reverts to the SP&S RR. You will find attached a map on which these various properties are shown and to which I will refer for the rest of this memo.

The shaded portion of fractional block 16 is the property in question. The cross-hatched portion is presently city street and will be vacated as a part of this whole transaction. PTRR desires the title to all that portion of fractional block 16 lying North of the line connecting their southerly boundary across the existing city street. The small triangle lying southerly of this line will remain in SP&S' possession.

After some discussion it was generally agreed among the parties that the transaction will be handled in the following manner:

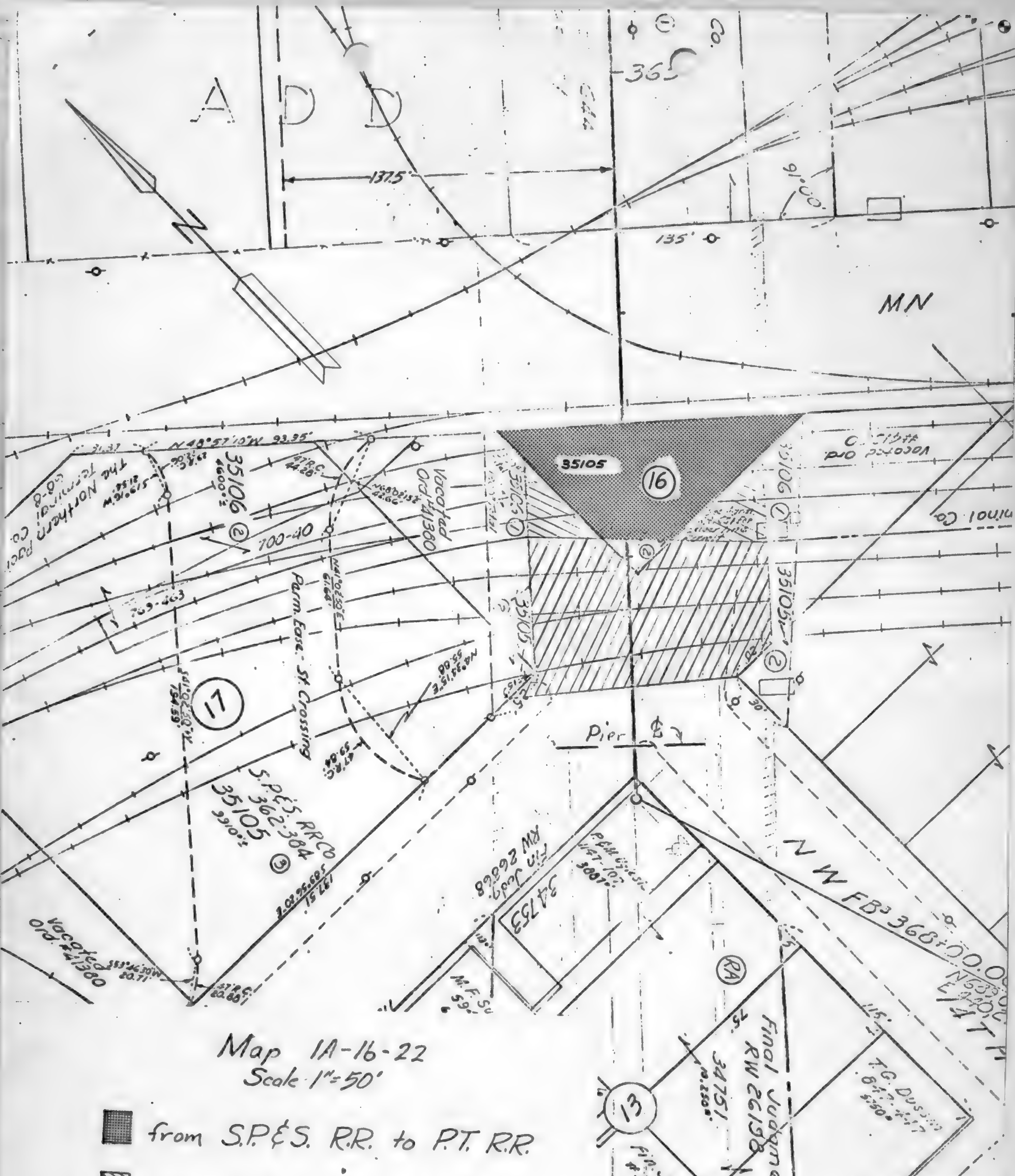
1. The Highway Department will acquire the shaded portion of fractional block 16 from SP&S RR and convey it to the PTRR.
2. The State will then assist or initiate proceedings with the City of Portland to vacate the cross-hatched portion of the street.
3. As a result of the vacation the northerly portion of the cross-hatched area will revert to the Portland Terminal Railroad Company and the southerly portion to the Spokane, Portland & Seattle Railway Company, since they will then each own the abutting property on either side of the street.
4. PTRR will grant to the State a permanent easement over their property for the relocated grade crossing. They will also grant an easement for the bridge and the sewer which has already been constructed.
5. The only consideration to be paid in this transaction will be from the State to the SP&S RR for the shaded portion of fractional block 16. All other easements from the PTRR to the State will be given gratis.
6. The PTRR will, in the meantime, grant the State a permit of entry on the property described in R/W File 35106 and also on the property to be acquired from the SP&S and by vacation from the City. It is expected that this permit of entry will be in the State's hands by January 19, 1968.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: A. W. Parsons (w/attach.)
R. L. Porter "
F. B. Klaboe "
I. D. Merchant "
L. H. Young "

J. L. Sollis (w/attach.)
D. H. Moehring "
A. E. Johnson "
Jack Hesla "
J. J. Smith "
Carl Smith "



Map 1A-16-22
Scale 1" = 50'

▩ from S.P.&S. R.R. to P.T. R.R.

▧ from City to P.T. R.R.

▨ from City to S.P.&S. R.R.

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-405-8(16)303

7124

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: January 10, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge
Main Span Piers

PS&E documents for the subject project are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Right of Way: Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained with relocation advisory assistance provided as indicated in Mr. Moehring's December 26, 1967 report except File 35107 - Portland Dock Commission. We understand this file is being negotiated and will be completed prior to your request for concurrence in award of contract. Also, File 35108 - Albina Dock Company. Waiver of this file is approved based on Mr. R L Porter's letter of December 4, 1967 and Mr. Moehring's December 26, 1967 report stating that the State will have possession March 1, 1968 as being in the public interest. After date of March 1, 1968, it should be understood that you may be obligated to the contractor but Public Roads must, of course, consider that you have certified that the status of these matters is such that further delay should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

Included also is the use restriction easements on Files 42134 and 42242. However, Mr. Moehring's report indicates these easements are not necessary at this time for the subject project, but will be necessary for subsequent projects.

your file to me. [illegible] Moehring Morgan Edwards 1-25-68

Mr. Klaboe's letter of January 5, 1968 releases stipulation concerning your agreement to take all actions necessary including Federal railroad condemnation contained in our program memorandum of January 3, 1968 for Item 518 and is hereby acknowledged.

Utilities: Mr. Litchfield's December 29, 1967 Utility Status Report indicates that both reimbursable and non-reimbursable utility adjustments are involved but we understand the reimbursable work will

NOTED
TOM EDWARDS

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

be on a participating basis. We also understand that you will certify that necessary arrangements have been made for proper coordination of such work. In accordance with the provisions of subparagraph 15d of PPM 30-4, you should furnish this office with the serial numbers for permits issued to the appropriate utilities, if any, in your request for concurrence in award.

Railroads: Because of the complexity of the various railroads involved and in light of various discussions held between our offices, our conditional PS&E approval will be also subject to PPM 30-3, PPM 21-63 paragraph 10e(1) and agreement of the procedures required. We plan to document these discussions and set out the necessary actions required of your office by separate correspondence at a later date.

Single Product Usage: As stated in Mr. Young's January 9, 1968 letter, the use of one material or product is limited to those items previously accepted.

Other Agency Approval: Mr. Young's January 9, 1968 letter also indicates that State Conservation agencies agree that no special measures are necessary to accomodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities are not involved.

The original agreement dated April 13, 1962 and supplements dated November 24, 1964 and April 20, 1965 with the City of Portland, covering traffic control measures and provisions for City-owned utility adjustments on the project were approved by this office on July 9, 1962, December 2, 1964 and April 22, 1965, respectively.

Miscellaneous Authorizations: After award concurrence, you are authorized to proceed with contractor's flagging shown in your estimate in the amount of $1,000.00.

Supplemental Standard Specifications: The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Div. II Part 4 Structures (excluding Section 410)... October 1967
Div. II Part 4 Structures Section 410 .... October 1967

(more)

The use of Article 330-3.22A Profile index (Supp. Stds. 3-1-67) is approved for use on this project.

Piling: Our approval is with the understanding that satisfactory revision of the specifications for pile bearing and penetration requirements for test and foundation piles be made.

Enclosure
Title sheet

RECEIVED
JAN 11 1968
FOR FILE

I-405-8(16) 363

7124

Salem, Oregon
January 10, 1968

Fremont Bridge Pier Project
(Piling in Pier 1E)

Memo to Files

Specifications for the subject project submitted to the BPR on January 4, 1968, included bid items for furnishing and driving piling in Pier 1E as follows:

Bid Item No.	Item	Quantity
36.	Furnish 14 BP 102 Steel Piling, Pier 1E	11,400 lin.ft.
38.	Drive Steel Pipes, Pier 1E	538 only

The specifications provided that the above bid items were "contingency items", and reserved the right to the State to delete the work covered by these items.

On January 9, 1968, Mr. Girvin indicated to Mr. Young the BPR's concern regarding the possibility of obtaining an unbalanced bid with these bid items set up as "contingency items". The matter was discussed by Mr. Young with Mr. Merchant, Mr. Gardner and myself, and it was determined that the only way to completely eliminate the possibility of unbalanced bids would be to delete the items from the bid schedule and have the work performed and paid for as "extra work". This determination was discussed with Mr. Girvin and Mr. Tokerud. Change in specification to delete these two bid items concurred in by Mr. Edwards and BPR (Tokerud & Girvin). Specifications and cost estimate revised January 9, 1968. On January 10, 1968, I was informed by Mr. Merchant that test piles in Pier 1E should be changed to 14 BP 117 piles and dirven with a 60,000 lb. hammer. This change made in the specifications January 10, 1968.

C. G. Swanson
Specification Engineer

cc: Mr. Young
I. D. Merchant
R. M. Chase
John H. Girvin

I-405-1(14)1-3
7124

Honorable Wendell Wyatt
House of Representatives
Washington, D.C. 20515

32-10

Dear Mr. Wyatt:

Our letter of December 15 advised that we were obtaining information from Public Roads division engineer in Oregon relative to Mr. Roland Fisher's request for deferral until July of the demolition of a portion of the McDonald Dock on the Willamette River.

Under the Federal-State relationship for the development of the Interstate System, the State highway departments have the prerogative of scheduling projects as the funds become available in the Highway Trust Fund. The States prepare the plans, acquire the rights-of-way under the State statutes and award the contracts. The function of the Bureau of Public Roads is that of approval or disapproval of the State's plans at each stage.

The construction of a major stream crossing such as the proposed arch bridge over the Willamette River is time consuming. We are informed that the Oregon State highway officials have scheduled the acceptance of bids for the substructure of the bridge on January 25 as essential for the development and opening to traffic of Interstate Route 405. Public Roads division engineer in Oregon has reviewed the State's schedule and concurs in the need to proceed with the contract award on the bids to be received this month.

The cofferdam for one of the piers falls within the dock area in which Mr. Fisher is interested. To delay the demolition of this section of the dock acquired for right-of-way purposes would jeopardize the scheduling of construction of the bridge and the opening of I-405 to traffic.

We can understand the advantages that would accrue to the Waterway Terminals Company if the demolition of the dock would be deferred until July. However, we must concur with the State that it is in the overall public interest to proceed under the State's schedule.

Sincerely yours,

F. C. Turner
Director of Public Roads

RECEIVED
JAN 8 1968

I-405-8(16)303
7124

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 3, 1968

In reply refer to: 08-35.EC/710.11
X-File: I-405-8(16)303

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's December 8 and 13, 1967 letters submitted two projects in the subject program. These Stage 2 Construction Phase projects are approved effective today:

Item	Project	Location	Work
518	I-405-8(16)303	Fremont Br. (Piers)	Main span piers
519	I-80N-2(39)53	Starvation Creek R.A.	Water supply

On Item 518, I-405-8(16)303 - Fremont Bridge:
Pursuant to Mr. Young's December 29, 1967 letter the following work is added to the Character of Proposed Work:

> Grade and drain, 36' to 46' high-type pavement curb section with 6' AC and 5.5' PCC walk (approx. 400' of roadway). (Required to revise intersection of N.W. Thurman and N.W. 14th Ave. and connect same to N.W. Front Avenue in order to construct Pier 2W at approximately Station 368+00); demolition of a portion of a building, RW File 35108 - Albina Dock Company (demolition required for the construction of Pier 1E at approximately Station 350+72).

NOTED
B. KLABOE

You are authorized to proceed with utility and railroad preparatory work effective today.

We are concerned about the acquisition of the Union Pacific property for future projects on this section. Therefore this program approval will be conditional upon your continuing to completion any actions necessary, including condemnation, to obtain the property rights of the Union Pacific Railroad. You are requested to advise this office prior to concurrence in award for Item 518 that you will utilize the condemnation processes if an amiable settlement cannot be consumated.

The Urban Area characteristics have been satisfied for this section.

This action provides for improvement for two Interstate System projects at a total estimated cost of $6,242,000 of which $5,742,000 is reserved as Federal-aid Interstate funds.

JAN 5 1968

1-5-68

REFERRED TO
Young
Asst State Hwy. Engr

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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JAN 1 1 1968
FOR FILING

1-3-68

Section FREMONT BRIDGE
Project Allotment $ 5,000,000 FAI
Highway STADIUM FREEWAY
County MULTNOMAH
Kind of Work PIER CONSTRUCTION

I-405-8(16)3C3
7124

425 Calendar Days
April 15, 1969

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 5,404,552 -
Anticipated Additional Items:	
Flagging	1,000
R.R. Protective Costs	18,300
Work by RR Companies	88,000
Adjust Utilities	17,000
Construct Bresting Dolphin	5,000
Total	$ 5,533,852 -
Engr. & Cont. (12½%)	$ 691,731 50
~~Credit for Maint. Rock~~	
Estimated Net Authorization, Constr.	$ 6,225,583 50

Revised

NOTED
JOM EDWARDS

Sgd 1-3-68
[illegible]

Pier Construction

12-29-67 - Day

No	Item	Quantity	Price	Amount
1	Demolition and Removal Work	All Spec	—	125,000
2	General Excavation, Unclassified	900 CuYds	3.00	2700.-
3	Trench Excavation	340 CuYds	5.00	1700.-
4	Watering	34 M-Gals.	4.00	136.-
5	Stone Base	1,200 CuYds	4.75	5700.-
6	Bituminous Base Mixture	1,100 Tons	6.50	7160
7	Asphalt in Bituminous Base	50 Tons	28.00	1400
8	Class "B" Asphalt Concrete	660 Tons	8.50	5610.
9	Class "A" Concrete in Walls	490 CuYds	125.00	61,250.-
10	Reinforcement in Walls	22,000 Lbs	0.15	3,300
11	Reinforced Concrete Slab	All Spec	—	5,000
12	Reconstruct Timber Dock	All Spec	—	3,000
13	8-inch Storm Sewer Pipe	190 LinFt	3.-	570
14	12-inch Storm Sewer Pipe	170 LinFt	4.30	731
15	12-inch Encased Sanitary Sewer Pipe	100 LinFt	15.00	1500
16	Loose Riprap	2,800 CuYds	7.00	19600
17	Concrete Manholes	3 Only	300.-	900
18	Drop Manhole	1 Only	800.00	800
19	Concrete Inlets, Type P	4 Only	120.-	480
20	Concrete Curbs	18 CuYds	40.00	720
21	Concrete Walks	290 SqYds	4.50	1305
22	Extra for A.C. Conc. Curbs	400 LinFt	1.75	700
23	Type 2 Barricade	50 LinFt (249,462)	4.00	200
	Pier Construction			
24	Shoring, Cribbing, Etc.	All Reqd	—	400,000
25	Structural Excavation	49,000 CuYds	8.-	392,000
26	" " Below Elevation Shown	990 CuYds	20.-	19,800
27	Furnish and Drive Test Piles, Piers 2E and 2W	4 Only	4000.-	16,000
28	" " " " ", Pier 1E	2 Only	3800.-	7600
29	" " " " ", Pier 1W	2 Only	4000.-	8000
30	Furnish and Drive Additional Test Piles, Piers 2E and 2W	2 Only	4000.-	8000
31	" " " " " ", Pier 1E	1 Only	3800.-	3800
32	" " " " " ", Pier 1W	1 Only	4000.-	4000
33	Pile Loading Tests	4 Only	10,000	40,000
34	Additional Pile Loading Tests	4 Only	10,000	40,000
35	Furnish 14 BP 102 Steel Piling, Piers 1W, 2W and 2E	→ 71,900 LinFt	9.-	647,100
36	" " " " " " ", Pier 1.E	→ 22,800 ~~11,400~~ LinFt	9.-	205,200 ~~102,600.~~
37	Drive Steel Piles, Piers 1W, 2W and 2E	986 Only	200.-	197,200
38	" " ", Pier 1E	538 Only	200.-	107,600

APPROVED

D. J. Barber

Fremont Bridge Section   Estimate   2/2

No.	Item	Quantity	Price	Amount
39	Splice Piles	100 Only	100.-	10,000
40	Tremie Seal Concrete	4600 CuYds	30 -	138,000
41	Class "A" Concrete	38,000 CuYds	65 -	2,470,000
42	Reinforcement	1,950,000 Lbs	0.14	273,000
43	Structural Steel	All Req'd	—	260,000
44	2-inch Electrical Conduit	250 LinFt	2 -	500
45	3-inch " "	500 LinFt	3 -	1500
46	5-inch Standard Steel Pipe	30 LinFt	12 -	360
47	10-inch " " "	330 LinFt	20 -	6600
48	10-inch Cast Iron Pipe	180 LinFt	8 -	1440
			Total	5,404,552 - 5,506,552

Anticipated Additional Items

Flagging	$1000
R.R. Protective Costs	18,200
Work by R.R. Companies	88,000
Adjust Utilities (City water)	17,000
Construct Bresting Dolphin	5,000
Total	5,533852.00 5,635.852
12½% E & C	~~691,731.50~~ 704,481.50
Total	~~6,225,503.50~~ 6,340,333.50

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
WAYNE E. PHILLIPS, BAKER
GEORGE L. HIBBARD, OREGON CITY

RECEIVED

I-405-8(16)

7124

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Routing
Bond
Barber
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 2[illegible] 1967
CONSTRUCTION
DIVISION

December 22, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of December 14, 1967 which enclosed the plan title sheets for the following projects.

1. Malheur River (Halliday) Bridge, FAS 23-108, Malheur County
2. Fremont Bridge (Pier Construction), Stadium Freeway, Multnomah County
3. C.O.I. Canal Bridges, FAS 691 and 692, Deschutes County
4. South Fork Coquille River (Broadbent) Bridge, FAS 804, Coos County

These projects are all approved, as there should be no effect on wildlife resources. Regarding the South Fork Coquille Bridge, any work in or adjacent to the stream, which may cause siltation, should be completed in the period from June 1 to November 1.

We appreciate the opportunity to offer recommendations on these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK:ln
cc: Director, OFC

12-26-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
A.E. Johnson (2)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)

fw

RECEIVED
DEC 27 1967

FOR FILING

I-405-8(16)363
7124

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC
111 JOHN STREET, NEW YORK, N.Y. 10038 TELEPHONE (212) 233-6300
CABLE: PARKLAP NEW YORK • TELEX WU 1-2403 • RCA 222 117
ENGINEERS

December 22, 1967

Mr. Ivan D. Merchant - Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Subject: Fremont Bridge

Dear Mr. Merchant:

During the interval since we furnished you the completed plans for the Pier Contract, we have had several telephone conversations related to this contract, all of which have necessitated changes to the drawings.

In accordance with your instructions, we are furnishing marked up prints delineating the necessary revisions to the plans. They are as follows:

1. Sheet No. 1
   In the Index of Sheets, change title of Sheet No. 15 to "Drainage Details and Conduits." Remove the heading "Reference Sheets." Change Sheet No.R1 to 16, and Sheet No. R2 to 17.

2. Sheet No. 6
   Indicate the centerline of Piers 2W, 1W, 1E and 2E as being 90° - 00' - 00" to the centerline of FB^3 line.

   In the "Typical Excavation Pay Limits", remove arrows to the top and bottom of the footing. Remove notes....bottom of Footing or Tremie and also....or centerline Sheet Piling.

3. Sheet No. 7
   In the Plan view of the pier, add dimension 38' - 6" to the left of the centerline of Pier.

4. Sheet No. 9
   The radius on the left side of Section A-A should be revised from 50' - 0" to 60' - 0".

   Add in the Approach Span, Anchor Bolt Setting Detail (Furnish and Install complete).

ALBANY / ATLANTA / BOSTON / HONOLULU / PITTSBURGH / TRENTON • ARGENTINA / CANADA / CHILE / COLOMBIA / PERU / VENEZUELA

Add Note 9 "B.H. Elev. - Indicates Bush Hammered Elevation."

5. Sheet No. 10
In the Plan at Pier Top, revise Dowels #8 x 8' - 0" @ 6" EF to "Dowels #8 x 12' - 0" @ 6" EF." This applies to Section F-F as well.

In the Concrete Placement Notes, revise Note 2 to read, "The contractor shall submit for approval by the Engineer working drawings showing form construction."

Delete Note No. 3.

6. Sheet No. 11
In the view Plan Pier 1W, the Station Wall "A" indicated as 0 + 42.0 should be changed to 0 + 00.0, and wall "A" Station indicated as 0 + 00.0 should be changed to 0 + 42.0.

In the Typical Section Wall "B" view, the 1" c.y. crushed stone should read 1 c.y. crushed stone.

In Wall "B" Construction Procedure, Note 2, add wall panel numbers 10 and 11.

In the Table of Wall Panels...Panel No. 11 @ Sta. 2+26, the dimension a indicated as 6' - 8" should be 1' - 6", and dimension A which is 11' - 0" should be 5' - 8".

In the Wall "B" Elevation, the approximate backfill should be changed to read "top of riprap."

7. Sheet No. 12
In the NOTES, dry riprap Class 1 should be changed to "Loose Riprap", and NOTE 3 should be changed to NOTE 4.

8. Sheet No. 15
In Section D-D, provide arrow to 10" steel pipe.

In the Plan of Pier 1E, change 5" Ø W.I. pipe Galvanized to read 5" Ø Steel Pipe, Galvanized. Also Note 1, the wrought iron should be changed to steel.

9. Reference Sheet R1
Destroy previous sheet and substitute in its place, Sheet No.16.

10. Reference Sheet R2
Destroy previous sheet and substitute in its place, Sheet No.17.

The above cover completely the necessary changes to the contract drawings.

We are also furnishing the changes to the Specifications requested by you pertaining to Section 404-3.6, Handling and Placing Concrete, paragraph (a) General. This revision to the Specifications, in conjunction with the revisions to Sheet No. 10 of the Contract Plans, allows no deviation in the sequence of pours or location of construction joints, and makes strict conformance with the contract plans and specifications mandatory.

Included herewith are the Special Provision requirements for the Low Shrinkage Grout.

Please be advised that other changes will be required in the Special Provisions which are brought about by your request to have the embedded steel items in the pier tops furnished and installed by the subcontractor. We would suggest that this work be accomplished on a lump sum basis. This will affect the proposal, which will have to be altered.

Your request to break down the reinforcing steel into two items will have to be carried through both in the Special Provisions and likewise in the proposal.

As you requested, we are also furnishing you with the neat and rounded quantities for the Pier Contract. Please note that you will have to add or change the item for test piles to include the contingency test piles for Pier 1E.

We are also furnishing you with the pile footing layout for Pier 1E, which will be used as a contingency item. All the necessary work in the Special Provisions will have to be handled by your office.

Our estimate of the piles for Pier 1W was based on a tip elevation of -100.0. The estimate for Piers 2W and 2E was predicated on a tip elevation of -47.0.

For your information, the measuring devices specified under Section 404-3.6, page 19 of the Special Provisions, are intended to be temperature measuring devices similar to the single range compact temperature potentrometer as manufactured by Leeds & Northrup Company, catalogue No. 8694-840. The thermo-couples we have used with success for this type of operation are the copper and constantan Base Metal Type T - Double-glass wrap, silicone-resin impregnated wire number 24-55-11. For further information we suggest you contact their offices at 1311 Republican St., Seattle, Washington (98109).

The thermo-couples should be located in close proximity to the centers of pours, and as follows:

Piers 1E and 1W - 2 in each lift at the 1/3 points.

Piers 2E and 2W - 3 in each lift at the 1/4 points.

None would be required in the top lift.

The contractor should be required to protect the leads at all times as there is a tendency to become careless during construction with the result that the wires become broken and inoperative.

We believe that except for the Engineer's Estimate, we have furnished you with all the information you requested. We will transmit the estimate shortly.

We would like to extend to you and your staff our best wishes for a happy holiday.

Very truly yours,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC.

Lou G Silano
L. G. Silano
Project Engineer

LGS/co

cc: ✓Mr. T. Edwards - Assistant State Highway Engineer
Oregon State Highway Department.

RECEIVED
DEC 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1967

FOR FILING

I-405-8(16)303

7124

12-22-67

REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR.
Merchant

COMMISSIONERS
EDW. G. HUFFSCHMIDT, CHAIRMAN, PORTLAND
LEONARD N. HALL, CHARLESTON
McKEE A. SMITH, SCAPPOOSE

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

December 20, 1967

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

We have reviewed the following projects transmitted to us on December 14.

Malheur River (Halliday) Bridge Section, FAS 23-108, Malheur County

Freemont Bridge (Pier Construction), Stadium Freeway, Multnomah County

C.O.I. Canal Bridges, FAS 691 and 692, Deschutes County

South Fork Coquille River (Broadbent) Bridge, FAS 804, Coos County

The Malheur River and C.O.I. Canal jobs will not conflict with the anadromous fishery.

The two remaining projects have piers located above the low water stage, thus we anticipate this work will be completed out of the water area with the result of no fishery problems.

The projects are approved.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

NOTED
F. B. KLABOE

12-26-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)

fw

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 2[illegible] 1967
CONSTRUCTION
DIVISION

FORM PR-1
(REV. 4-61)

FEDERAL - AID PRO

(PPM 21-1

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-405 Fremont Bridge (Portland) 21 65	ADT	PRESENT 43,600	FUTURE 72,400 (66) (70)	YEAR 87 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Construct Main Span Piers (4) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Mu
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. I FEDERAL - AID I-405

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		I-405 Fremont Bridge (Portland)			
5					ROW					
5					CONST (CODE)			0.41	5,000,000	4,600,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.41	5,000,000	4,600,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		43,600	72,400 (66) (70)	87 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	518 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	I 14 23	405 - 8 7	(16) 13	303 (24) (26)	27

COUNTY NAME Multnomah			CODE 051 (14) (16)	PROGRAM STAGE
ROUTE NO. I	FEDERAL-AID I-405 (32)	STATE (36)	U.S. (37) I-405 (41)	☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Construct Main Span Piers (for future superstructure over Will. R. to provide a two level structure with 4 traffic lanes each level, H. C. 68' each level. Main Span length 2160') ROW - 200' normal; Access Control - full; Parking Restrictions - complete. Utilities and Railroad - Adj. Required, includ. prep. work.
0.41	5,000,000	4,600,000	400,000		
0.41	5,000,000	4,600,000	400,000		
	(16) (23)	(24) (33)			

REMARKS Additional Data: Items 35A & 35D, I-405-8(1) & I-405-8(4). This project meets the requirements of paragraph B3 of IM 50-2-65 and paragraph 5(b)(2) of IM 21-12-67.

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
NOV 13 1967

FOR FILING

I-405-8(16) 305

7124

November 13, 1967

Parsons, Brinckerhoff, Quade
and Douglas, Inc.
111 John Street
New York, New York 10038

Re: Fremont Bridge over
the Willamette River
Interstate 405

Gentlemen:

The twelve sheets of preliminary plans and the special provisions transmitted with your letter of October 6, 1967 have been reviewed by this office and the Bureau of Public Roads.

In general, the plans as submitted are satisfactory; however, we realize that there will be many details added to complete the contract drawings. As mentioned in a previous letter, the State prefers the special provisions to be supplementary to the standard specifications. I am enclosing a copy of the Bureau of Public Roads' comments dated November 2, 1967. No copies of the plans are being returned, as the following comments by this department and the enclosed comments by the Bureau of Public Roads are self-explanatory.

Item 8 of the Bureau of Public Roads' letter refers to construction of Pier 1E footing. It is believed that the special provisions should amplify the foundation condition at this point. As outlined in our previous discussions, we are in agreement that steel sheet piling cannot be driven due to the density of the foundation material. Your requirements are that the foundation block be in full bearing against existing material.

Under Item 12, the Bureau of Public Roads questioned the necessity of specifying an underwater hammer for pile driving at Pier 1W. The State is not in agreement with this. The piling are 100-ton piling and there is a possibility that the unbraced length would not permit proper seating of the piling at the required bearing value. It is noted that the special provisions (Article 404-34) require a minimum penetration of -90 for the Pier 1W piling. It is the State's belief that this value should be -100, with a further qualification that if refusal is reached at a higher elevation the pile will be accepted, provided the driving resistance equals practical refusal and where practical refusal is defined as 60 blows in the last three inches or less of driving.

The State is in agreement with the Bureau of Public Roads that the specified pile hammer for all piling should have a rated energy of not less than 30,000 foot-pounds and a specified weight of the striking parts of not less than 13,000 pounds. Further, we do not believe with steel piling that it is necessary to restrict the hammer type to single-acting, but believe a double-acting hammer meeting the above energy and weight requirements should be acceptable.

The State is in agreement with the Bureau of Public Roads on Item 13, test piling and test loading. On previous test loading projects, the State has used the ASTM specification.

A copy of the circular memo regarding welding of reinforcing steel as mentioned in Item 14 is enclosed. The State is in agreement with the Bureau of Public Roads on Item 15 regarding a bid item for splicing of steel piling. It has been our practice to specify a nominal percentage of piles for the pile splicing item. It is not believed, in this case, that this percentage should be large as with the test pile and test loading program the order length should be reasonably accurate.

It is believed that the drawings indicating building removal at the Luckenbach Terminal area need revising to show the actual portion of the building to be removed under this contract. This is spelled out in the warranty deed and real estate option enclosed.

By letter of October 4, you were sent copies of Drawing 22971 which indicated proposed construction and permanent easement areas at Pier 1W in the Commission of Public Dock property. It is believed the construction easement area should be indicated on the contract plans. It is also noted that the dimensions of retaining wall, panel 10, should be checked.

On a pile-supported pier with a tremie seal, it has been the State's practice to extend some of the exterior piling and include mechanical anchorage as a physical tie to the pier. It is believed this feature should be added at Pier 1W as a precaution against unforeseen forces acting on the pier.

Under Special Provision Item 404-32, it is noted that air-entrainment is required for the tremie concrete. This is contrary to Article 404-32(b) of the standard specifications and the State does not believe it necessary.

The State is still planning on a three-week advertisement and a bid opening for the pier contract on January 25, 1968. This will require that completed plans and special provisions be in the State's hands approximately December 1 in order that all the necessary details may follow on schedule.

Please advise if there is anything that we can do to further the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

IDM:kp/TE:ja

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer ✓
Salem, Oregon
Attention: Mr. I. Merchant ✓

DATE: November 2, 1967

In reply refer to: 08-35.6

RECEIVED
NOV 3 1967

FROM : A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(16)303
Fremont Bridge Piers

Advance plans and special provisions forwarded with Mr. Merchant's letter of October 11, 1967 have been reviewed. As confirmation of the matters already discussed with you we submit the following comments and recommendations:

1. Indicate high water on Plan and Elevation Drawing. ✓

2. Indicate foundation pressure at Pier 1E. ✓

3. Discrepancy in size of piles between general layout drawing and detail drawings should be corrected. ✓

4. It is assumed that the details of the steel grillages to be furnished by the superstructure contractor and installed in the piers by the pier contractor will be shown on the plans and reference notes on the plans and in the special provisions revised accordingly. ✓

5. Show descending grade on Grade Line Diagram. ✓

6. Reference to AASHO should be to the 1965 editions. (Ninth Edition)

7. Limits of slope riprap and specification reference should be shown. ✓

8. The note on Pier 1E drawing concerning pouring footing against undisturbed earth should be expanded to permit pouring against sheet piles if used. ?

9. Assuming that the concrete placement notes on Pier 1E drawing apply to all piers, Note 5 should be revised to not apply to the seal pour. ✓

(more)

Merchant - Rd
copy - Young
Gen files

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

10. We assume the possibility of using a hollow pier shaft at 2W and 2E has been considered.

11. The remodeling of the existing dock in the area of Pier 1W should include a provision for partial sawing of the concrete deck where it is to be removed.

12. It is recommended that Section 403-3.2 be modified to require that all piling (at 1W, 2W and 2E) be driven with the heavier hammer since all are to be driven to 100 tons bearing. Also, it does not seem necessary to specify an underwater hammer for the piles at Pier 1W.

13. Under Section 403-3.5 it is recommended that the requirements for test piles and test loads be revised to permit more latitude in this part of the work. For example, if the first 2 test piles driven at 1 pier are not consistent, it may be desirable to drive 1 or more additional test piles. Furthermore, if 2 or more test piles at 1 pier drive similarly and to approximately the same elevation, we believe 1 test load would then suffice at that pier. To permit this latitude during construction we recommend 1 bid item for driving first 2 test piles at each pile supported pier and a second item for additional test piles. For test loading we recommend 1 item for first test load at each pier and a second item for additional test loads.

ASTM spec.

14. Section 405-3.5 should include a reference to Circular Memorandum dated November 10, 1966 for the welding of No. 14 and 18 reinforcing bars.

copy enclosed

15. In the bid schedule, in addition to adding items as noted in 13 above, it is suggested an item be added for splicing piles. In this case a detail should be added to the drawings.

RECEIVED
DEC 11 1967
FOR FILING

I-405-8(16) 503

7124

Agenda
4N

Salem, Oregon
November 3, 1967

Core Drilling Agreement
Union Pacific Railroad Co.
East Fremont Interchange
Section
Stadium Freeway
Multnomah County

RAILROAD COMPANIES
FILE No. 654

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. Jack L. Sollis
Staff Attorney

Attached for signature by Union Pacific Railroad Company are two copies of a Core Drilling Agreement allowing the State to enter on Railroad property to make subsurface explorations for the East Fremont Interchange Section of the Stadium Freeway in Portland.

After the agreements have been signed and dated, a fully executed copy should be returned to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

cc: T. W. Litchfield

RECEIVED
OCT 10 1967

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Const
Agy
Minute Record

E. Fremont [illegible]

October 10, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the October 31 meeting a core drilling agreement with the Union Pacific Railroad Company which will allow the State to enter on Railroad property to make subsurface explorations for the East Fremont Interchange Section of the Stadium Freeway in Portland.

This agreement sets forth the various conditions the State must observe when performing work on Railroad property and will not result in any additional cost to the State. This work provided by the agreement has been accomplished and the execution is merely record procedure. This agreement becomes effective on July 19, 1967 and remains in effect for one year thereafter. It can be terminated by the Railroad upon 30-days' notice to the State.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
A. E. Johnson

TWL:ss kf

EP 29 1967
FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 21, 1967

In reply refer to: 08-35.7

I 405 - 8(16)303
7124

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Jack Sollis

FROM : A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(4)303, Fremont Bridge Section
Parcel 35107, City of Portland

Staff Attorney Sollis' letter of September 14, 1967 forwarded a copy of a proposed use restriction involving temporary and permanent easements for piers for the Fremont Bridge.

As you are aware, paragraph 4c of PPM 80-5 requires that rights of way of limited vertical dimension with private or public facilities occupying the space above and/or below the right of way must be approved by the Director in Washington, D.C.

We are aware that you are not yet in a position to make a formal submission for the Director's approval. However, to aid you in your preliminary negotiations we have discussed the use restriction with Staff Attorney Sollis and are in accord that it would be best to remove Item 5 of the agreement, which would permit the possible construction of buildings or structures underneath the bridge. This would not appear to work a hardship on the City, as presently there are no buildings in this area. Any buildings that might be allowed in areas of the easement other than under the bridge should meet your bridge consultant's requirements of a 3-hour fire wall for a 50-foot clearance from the steel; a 1-hour fire wall with 80-foot clearance from the steel; and 100-foot clearance where no fire wall is used.

We appreciate your keeping us advised as to the progress being made concerning this critical acquisition, and believe such coordination will be helpful in avoiding any delays in securing approval of the use of air rights from our Washington office.

orig to morgan
copies to Sollis
Young
Moelkering
9-26-67

RECEIVED
SEP 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Tom Edwards

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JUN 12 1967
FOR FILING

I-405-8(16)313

7124

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, Inc.

June 7, 1967

Mr. Ivan D. Merchant, Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Fremont Bridge Foundations
Piers 1E and 1W

Dear Sir:

With reference to the discussions concerning the foundations for Piers 1E and 1W, undertaken in your office at our meeting of March 8, 1967 and in subsequent letters dated March 17, 1967, April 28, 1967 and May 3, 1967; we have at your request, investigated these foundations further and after due consideration, would like to offer the following comments:

NOTED
TOM EDWARDS

1. It is our understanding that the Port of Portland intends to dredge the channel to EL-39.0± (42 feet below the Columbia River Datum). This dredging will start from a point 50 feet east of the West Harbor Line and extend to a point 75 feet west of the East Harbor Line. The material beyond these points to the respective harbor lines will be allowed to maintain its natural angle of repose. This being the situation, we are in accord with setting the footing elevation of Pier 1E at EL-35.0; however, since the edge of the channel nearest the footing will be dredged to elevation-39, the footing may be in a vulnerable position relative to scour. We recommend therefore, that rip-rap slope protection be incorporated in the substructure contract to guard against such an eventuality.

2. After evaluating the permeability characteristics of the soil media at Pier 1E and having discussed the construction problems with several dewatering contractors, we have decided that it is feasible to construct the footing for this pier in the dry. We propose that this be accomplished within a sheet pile cofferdam and the sheeting be carried to

a minimum tip elevation of -40.0 or to such greater depth, as required, to control the pumping. We plan to leave the sheeting in place as an additional safeguard against possible scour.

We have studied the economical aspects of constructing Pier 1E in the dry versus constructing it in the wet and have concluded that there is a slight cost reduction in favor of construction in the dry. We would like to say that even if our analysis revealed it were slightly more costly, we would still recommend doing it in the dry, because of the assurance of the better quality of dry placed concrete as well as actually being able to inspect and determine the adequacy of the supporting foundation medium.

3. The installation of the sheet pile cofferdam for Pier 1E is expected to be difficult at this location because of the dense sand and gravel formations. There are several methods by which this can be accomplished and it is our intention not to specify a particular method but rather to specify the end result. We plan to write a tight specification informing the contractor of this particular construction difficulty and expect him to achieve the minimum desired penetration of the sheeting with his equipment, using methods of his choice. It is expected that when left to his resourcefulness, the contractor would devise a method that would result in economy in the construction costs.

4. We have no objection to founding the bottom of tremie at EL-35.0 for Pier 1W. This, however, entails certain problems which we would like to point out to you. At this location, Pier 1W is adjacent to the firewall which separates the open area of the Commission of Public Docks property from the right-of-way for Pier 1W. This firewall is founded on timber piles. The tip elevations of a large number of these piles adjacent to excavation for Pier 1W will be above the planned footing elevation. We feel this is a very undesirable condition from the point of view of safety and stability of the firewall. We recommend that the portion of the firewall which is considered unsafe because of insufficient penetration of piles below -35, be demolished prior to

NOTED
TOM EDWARDS

the construction of the Pier. This wall can be replaced during the construction of Pier 1W.

We would also recommend rip-rap slope protection at this Pier for the reasons outlined in Item 1.

The foregoing discussion, along with our recommendations, resolves the outstanding questions related to the foundations for the Fremont Bridge. We will be glad to discuss these matters with you over the telephone or meet with you in Salem at any time, if you feel that these problems can be better resolved by a meeting.

Very truly yours,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC.

Alfred Hedefine

Alfred Hedefine

AH/mr

cc: Mr. Tom Edwards, Assistant State Highway Engineer,
Oregon State Highway Department

RECEIVED
JUN 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 2 - 1967
FOR FILING

I-405-8(16)303

7124

April 28, 1967

5593

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon

Re: Fremont Bridge
Oregon Project I-405-8(1)301
Bridge No. 2529

Dear Sir:

Copies of the memorandum dated April 19 from your Washington office concerning the Fremont Bridge, have been received. A copy of this memorandum, together with our comments, will be forwarded to the consultants.

The State is in complete agreement with your office regarding a specification requirement for pile-driving hammer energy for high capacity steel piling and this will be accomplished in the special provisions for the project.

The third paragraph of the memorandum suggests that the piling for Pier 1W should be regarded as non-supported for a suitable depth in order to retain the seal elevation at -20. The State cannot agree with this assumption. Our studies on this pier have indicated that the bottom of the pier should be at elevation -35 in order to provide adequate lateral support with a possible channel dredging to -42 at the harbor line. It is also believed that Pier 1E should be lowered to the same elevation, namely, -35. The suggestion that Pier 1E could be constructed within a well point area is a good one and the consultants will be asked to consider this.

The last paragraph refers to deck drainage. A further study was made of deck drainage in this office and it is our belief that the end quarters of the 1,250-foot span should have deck drainage piped off the structure to prevent surface water falling on the deck or in the event of a gasoline fire, gasoline pouring through deck drains to a ship berthed along the harbor line below. Needless to say, the lower deck, protected as it is with the tie girders, will require considerably less drainage than the upper deck.

Previous correspondence with the consultants has indicated the State's desire to have Piers 1E and 1W founded at elevation -35 and has also requested the consultants to study the method of construction of Pier 1E.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc/enc. Parsons, Brinckerhoff,
Quade and Douglas

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

IDM:mb ja

Oregon Division

Mr. B. M. French April 19, 1967
08-00.6 Regional Federal Highway Administrator
Portland, Oregon 32-42

G. M. Williams, Director of Engineering and Operations
By: W. J. Wilkes, Chief, Bridge Division
Washington, D.C.

W. J. WILKES

Oregon Project I-405-8(1)301
Fremont Bridge over Willamette River, Portland

Reference is made to Mr. Stephenson's memorandum of April 3 and to the plans and documents listed therein. We have reviewed this information and offer the following comments for your consideration.

We have no objection to the proposed increase in span lengths and thus overall structure length from what was indicated in the approved preliminary plan submittal. This will provide for arch rib and tie girder intersection at a panel point.

We concur with all the comments regarding foundations. In regard to lowering the footing of Pier 1W because of concern about possible erosion of the relatively loose sandy soils, we suggest consideration of also another scheme. This would be to design the piling as non-supported for a suitable depth and retain the footing at the elevation of -12 and bottom of seal at -20.

We noted the consultant recommended the use of a large hammer for the piling at Pier 1W. We wish to specifically endorse this as being quite necessary in light of recent experience. We suggest the same size hammer should also be considered for driving the piling at Piers 2E and 2W even though the piles will be considerably shorter at these substructure units.

A large portion of the foundation load at Pier 1E will be attributable to the massive masonry footing and seal. Conceivably, methods of dewatering, such as well points, would allow decreasing the seal requirements.

Referring to the fourth paragraph on page 2 of Mr. Tokerud's Inspection Report, it is not clear what would be gained by piping rainwater off the river spans. We suggest this matter be given no further consideration.

Merchant
RD

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BRIDGE DIVISION
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APR 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 28 1967

I-405-5( )

7124

Fred W. Hill, Member
Helix

April 27, 1967

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main
Medford, Oregon

Dear Mr. Jackson:

The following is a short resume' of this Department's negotiations for right-of-way from the former Luckenbach Terminal which is required for the Fremont Bridge. I understand that the property is now owned by a Mr. McDonald who is the local British Consul.

An option was originally taken on a right-of-way approximately 115 feet in width. We were later advised by the consulting engineer that 50 feet of clearance would be required on each side of the steel structure and that in addition a three-hour fire wall would be required on the right-of-way line. This will require a right-of-way 170 feet in width. Through a misunderstanding, a second option was obtained for the wider right-of-way but with the understanding that a one-hour fire wall would be constructed. This is against the consultant's recommendation and would not be approved by the Federal Bureau of Public Roads. The option was therefore returned.

The property has been appraised by two well-known Portland appraisers, Leroy Draper and Elmer Kolberg, on the basis that any of the proposed takings damage the improvement practically 100 percent. For the wider taking, therefore, the only addition in compensation would be for land and this is probably the reason Mr. McDonald is dissatisfied. It is unfortunate that we did not have full information at the time of the original negotiation but in order to expedite work of this kind as much as possible, we try to negotiate just as early as we can. In this case it probably was a mistake.

The Right of Way Agent who has been negotiating with Mr. McDonald is hopeful of arriving at a solution. I understand that Mr. McDonald is considering a fire wall at some distance greater than 50 feet which would give protection for less than three hours.

If you need any further information, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring

RLP:ms jw

RECE[illegible]
APR 7 1967

Eng. Cont.
2529

Const.
Proj
Main · Portland

Fremont Br

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC.
ENGINEERS
CONTINUING THE ENGINEERING PRACTICE
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
165 BROADWAY, NEW YORK, N. Y. 10006
TELEPHONE BEEKMAN 3-8300

MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD

ASSOCIATED CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD

April 19, 1967

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Fremont Bridge - Fire Hazard Protection

Dear Mr. Merchant:

Please be advised that we concur with you on the question of protection to the Fremont Bridge from fire hazards imposed on the structure in the vicinity of the Luckenbach Terminal. We agree with your proposed cutback of the Luckenbach Terminal, and the installation of a one hour fire resistant end wall, 85 feet clear of the superstructure steel, and to the North of the Fremont Bridge, in lieu of the original proposal of a 50 foot cutback with a three hour fire resistant wall. It is our opinion that this will effectly accomplish the same end results. We still believe, however, that it will be necessary to restrict storage within this area, and especially within the limits confined to the underside of the bridge.

Yours very truly,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC.

Louis G. Silano
Louis G. Silano
Project Engineer

LGS:tak
via airmail

cc: Mr. Tom Edwards - Oregon State Highway Department

Copy for Mr. Wennerberg - R/W
CO 4-21-67 mz

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 20 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

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MAR 30 1967

Corr
Hwy
Muni - Portland
Fremont Br.

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC.
ENGINEERS
CONTINUING THE ENGINEERING PRACTICE
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
165 BROADWAY, NEW YORK, N. Y. 10006
TELEPHONE BEEKMAN 3-8300

MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD

ASSOCIATED CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD

March 27, 1967

Mr. Ivan D. Merchant, Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Fremont Bridge - Fire Hazards Protection

Dear Sir:

With regard to our recent telephone conversation concerned with the protection to the Fremont Bridge from fire hazards in the vicinity of Pier 1W adjacent to the Commission of Public Docks Terminal No. 1, please be advised that our recommendation for this area is the same as that originally proposed for Pier 1E.

The present elevation of the open area of the Commission of Public Docks property in the vicinity of Pier 1W is approximately EL + 32 and the elevation of the top of Pier 1W is + 35. The steel of the superstructure would be within five feet vertically of the loading area, and this, coupled with the fact that the property line is immediately adjacent to the structure places it in a vulnerable position to fire, if some precaution is not exercised in restricting storage within the open area.

It is our recommendation that this restricted area be limited to a minimum of 50 feet north of the arch rib, or 86 feet north of the longitudinal centerline of the bridge.

We have completely checked our files and cannot locate or find any record of having received your March 17, 1967 letter. I think it advisable at this time to send us copies as soon as possible.

Yours very truly,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC.

Louis G. Silano
Louis G. Silano
Project Engineer

copy to Moerking

LGS:[illegible]
[illegible]Airmail
[illegible] Edwards

NOTED
TOM EDWARDS

2529

Salem, Oregon
March 9, 1967

MEMORANDUM OF MEETING

Fremont Bridge
Interstate 405
Project I-405-8(1)301
Br. No. 2529

The engineering contract with Parsons, Brinckerhoff, Quade & Douglas for the preparation of plans, specifications and estimates for the Fremont Bridge requires the preparation of functional plans for review and approval by the State and the Bureau of Public Roads.

The consultant's agreement also calls for meetings with the State and the Bureau of Public Roads during the course of the contract to review the progress and discuss the general features of the project. Such a meeting was held in the State Highway Building on August 8th after receipt by the consultants of the foundation report prepared by Dames & Moore and after the consultants had had a chance to study the foundation report and refine their functional plans. At this meeting Messrs. Hedefine, Fiori, Silano and White representing the consultans, Messrs. Tokerud, Schell and Parsons representing the Bureau of Public Roads and Tom Edwards and the writer representing the Highway Department were in attendance. The State was handed six sets of sheets 1 through 5 inclusive of the functional plans as prepared by the consultants and two copies of the foundation report prepared by Dames & Moore. A general discussion of the progress on the project took place with the following items discussed in particular:

1. Fire protection in warehouse areas: The consultants had previously indicated that a fifty foot minimum air cushion should be provided between the outside of steel and any adjacent warehouse structure such as the Luckenbach Terminal Building on the east bank. At this meeting, the consultants requested that instead of a one-hour fire wall adjacent to the structure, that a three-hour fire wall be required at a minimum of fifty feet from the steel. The same requirements will be maintained or exceeded on the west side of the river at the Columbia Basin Terminal Warehouse.

2. A form of weekly report indicating percentage of progress on various items was approved by all concerned.

3. The late submission of the functional plans was discussed and the consultants pointed out that this was caused by the delay in the submission of the foundation report by Dames & Moore; however, they indicated that the plans, specifications and estimates for the pier contract could still be completed in ample time to permit the State to call for bids on November 30, 1967.

During the course of the discussion, the consultants requested additional material to permit them to proceed in an orderly fashion with the preparation of contract plans:

1. Sewer and manhole locations on the east and west sides of the river to provide connections for deck drainage.

2. Dry standpipes for fire protection purposes probably on piers 1E and 1W. Details and locations are to be checked by the State with the Portland fire marshal.

3. Electric power sources on each side of the river for structure lighting and other electrical requirements.

4. General details of the roadway lighting systems indicating intensity, type of equipment, etc. This to be furnished by the Traffic Department. The consultants will be requested to confer with the consulting engineers on the approaches to the end that a compatible system throughout the approaches and river spans will be obtained.

5. The consultants are required to detail sign support brackets. The sign sizes, locations, types, light intensity and other details necessary for the completion of this should be furnished by the Traffic Department.

6. Requesting a print of proposed railroad and street crossing relocation in the vicinity of pier 2W at 14th and Thurman Streets.

7. Requesting additional sheets of mylar film of title sheets for detailing and also requesting mylar film of the project title sheet so that they could add the necessary material for the substructure and superstructure contracts.

Mr. John White of the consultants' staff conferred with Messrs. O'Neil and Swenson regarding specification requirements and other pertinent matters necessary for preparing the contracts.

Ivan D. Merchant
Bridge Engineer

IDM:mb

cc: Parsons, Brinckerhoff, Quade & Douglas (2 enc.)
Tom Edwards
F. B. Crandall
D. H. Moehring
T. W. Litchfield
A. W. Parsons, Bureau of Public Roads

RECEIVED
APR 11 1967

FOR FILING
I-405-8(16)303

7124

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC.
ENGINEERS
CONTINUING THE ENGINEERING PRACTICE
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
165 BROADWAY, NEW YORK, N. Y. 10006
TELEPHONE BEEKMAN 3-6300

MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD

ASSOCIATED CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD

April 7, 1967

Mr. Irving E. Olsen
Dames & Moore
1220 S. W. Morrison Street
Portland 5, Oregon

Re: Foundation Investigation - Fremont Bridge - Portland, Oregon

Dear Mr. Olsen:

Our client, the Oregon State Highway Department, has requested that prior to development of final details for Pier 1E, we investigate further the foundation data at this pier, with particular emphasis on permeability, to determine whether or not the tremie seal can be eliminated. In your report on the Foundation Investigation for the proposed bridge, you specifically mention, under Discussion and Conclusions, items 3 and 4, that:

> (1) The upper 30 or so feet of the gravel formation is poorly graded and possesses "rather high permeability characteristics."
>
> (2) The lower zone material has "permeability characteristics which are moderate."

We would appreciate receiving from you the estimate of a numerical range for the coefficient of permeability (k) which corresponds to your qualitative description as well as the method used in determining this range.

In order to proceed with our investigation and to verify your statements about the permeability, we would like to have the grain size curve extended at least to the #200 sieve for the samples included in Plate B-1B, "Pier 1E" of your report.

NOTED
TOM EDWARDS

We note, that the footnote on Plate A-1E showing the Log of Borings for Pier 1E, states that....."the water level at the locations of Borings B-3, 4, 5 and 6 fluctuates with the level of the river." We would be most interested in knowing, if the information is available, what if any was the time-lag between the water levels. This information would provide us with an insight into the permeability characteristics of the soils in this area.

It has been our judgment, and yours also, that a tremie seal will be required to permit construction of this pier to proceed in the dry. The information we are requesting in this letter will assist us in making a new judgment as to whether or not this pier can be constructed without a tremie seal.

We cannot complete the design of this Pier until this question is resolved, and your prompt action in this matter will be greatly appreciated.

Very truly yours,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC.

Alfred Hedefine

AH:tak
via airmail

Alfred Hedefine

cc: Mr. G. M. Reynolds - Dames & Moore New York
Mr. Ivan D. Merchant - Oregon State Highway Department
Mr. Tom Edwards - Oregon State Highway Department ←
File

ED 1 S-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WAS
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
1967
FOR FILING

I-405-8(16)303

7124

April 3, 1967

Parsons, Brinckerhoff, Quade & Douglas
165 Broadway
New York City, New York 10006

Attention: Mr. Louis G. Silano

Subject: Fremont Bridge
Ore. Proj. I-405-8(1)301
Br. No. 2529

Gentlemen:

Enclosed herewith, please find one print each of your functional plans PD 1 to PD 5, inclusive, and a copy of a Bureau of Public Roads' Memorandum regarding the subject job. Sheets 1 to 4, inclusive, of your functional plans are approved as noted as there are items with regard to pier footing elevations and the general shape of the shafts of the end piers which are to be restudied by you. Previous letters have called your attention to some of the items that we believe should be restudied in the light of future streambed dredging and compatibility with the approach bents.

I still am unable to send you any data on signing and lighting; however, this will be forthcoming in the very near future.

The material has been forwarded to the FAA and the Coast Guard on air obstruction and navigation lighting.

Please advise me if there is anything more we can do in the furtherance of this project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Att.
cc: Tom Edwards

NOTED
TOM EDWARDS

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAR 30 1967

I-405-8(16)303

7124

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 28, 1967

Parsons, Brinckerhoff, Quade & Douglas
165 Broadway
New York City, New York 10006

Attention: Mr. Silano

Subject: Fremont Bridge
Project I-405-8(1)301
Br. No. 2529

Gentlemen:

The last paragraph of my letter to you dated March 17th requested a further study of the proposed footing elevation of -20 for Pier 1W because of the easily erodable type of material indicated in the foundation report.

At that time, I mentioned that a ground line profile was being prepared and would be sent you as soon as possible. I am enclosing two prints of our Dwg. No. 22928 which is a ground line profile at the center line of the FB 3 line for your use in the above-mentioned study.

For your information, I am also enclosing two prints of Sheet 3 of 4 of the original War Department permit drawings. Your attention is called to the proposed future 42' channel between harbor lines as it may affect the bottom of pier elevation for Pier 1W.

Your letter and sketches for the navigation lights and the air navigation beacons have been received. A revised War Department permit has been applied for and just as soon as this is received, the request for navigation lights and airplane warning lights will be forwarded to the proper authorities and you will be advised as soon as possible.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAR 29 1967
OFFICE OF
[illegible]

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 30 1967

I-405-8(16)303

7124

March 28, 1967

Parsons, Brinckerhoff, Quade & Douglas
165 Broadway
New York City, New York 10006

Attention: Mr. Silano

Subject: Fremont Bridge
Project I-405-8(1)301
Br. No. 2529

Gentlemen:

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Your letter and sketches for the navigation lights and the air navigation beacons have been received. A revised War Department permit has been applied for and just as soon as this is received, the request for navigation lights and airplane warning lights will be forwarded to the proper authorities and you will be advised as soon as possible.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63)
Pres. by
A.O. 206-10

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

MAR

FOR FILE
I-465-8(16)303
7124

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. E. Merchant

DATE: March 27, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge

The functional plans, drawings PD1 through -5, submitted with your letter of March 9 and 22, are approved subject to consideration of items discussed at the March 8 meeting with the consultant. These plans have been set forth in separate memorandums of the meeting prepared by our offices.

One additional item which should be considered has to do with the size of footings at Piers 1W and 1E. We recommend that the footings be constructed within the cofferdams by forming in the conventional manner rather than being poured full size of the cofferdam. The space between the footing and the steel sheets could then be filled with Class B concrete in order to provide maximum lateral support to the pier base.

The Foundation Report prepared by Dames & Moore has been reviewed in this office and appears to be generally satisfactory. Copies have been forwarded to our Regional office and some further comments may be forthcoming following their review.

NOTED
TOM EDWARDS

RECEIVED
2 67
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
Merchant
- Young
3-31-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 28 1967
FOR FILING
I-405-8(16)303
7124

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 20, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. A. Dec

✓ 3-24-67
[illegible] - [illegible]

REFERRED TO
Young - [illegible] - [illegible]
By Asst. State Hwy. Engr
Barber

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section
Parcels 35107 and 35108

5370

Mr. Moehring's letter of January 17 and 25, 1967 requested our approval to allow a warehouse building (Parcel 35108) to encroach on the right of way. A review by your bridge consultant indicated that the building would constitute a fire hazard to the Fremont Bridge. Based on his findings we concur with your proposal to acquire additional right of way between the East Harbor Line and North River Street as outlined on right of plan sheet 3, which was forwarded to this office by Mr. L. H. Young's letter of March 14, 1967. This will require additional right of way negotiations with the property owner.

Your bridge consultant remarked at a recent meeting that a 50-foot clearance should be provided for on each side of the structure around the piers even if it means a permanent taking or a permanent restrictive right of way agreement. The consultant indicated that he will make some definite recommendations as to how the structure should be protected. It would appear premature to authorize any negotiation until his report is submitted unless you intend on purchasing or have enforceable restriction for right of way 50 feet on either side of the bridge for its entire length. This appears to be a desirable solution.

It should also be pointed out that the center line from the West Harbor Line to Northwest Front Avenue appears to be in error on the bridge consultants General Plan, PD-1. It does not agree with the location of the center line on sheet 4 of the revised right of way plans.

It is also noted that the right of way plans do not include provisions for the proposed railroad crossing for the connection of Northwest 14th Avenue and Northwest Thurman Street with Northwest Front Avenue. We understand that a relocation is proposed by the railroad consultant. We feel that no decision can be made on either side of the river in the railroad areas until the consultants report is received.

We also assume that you have taken into account the freeway drainage sewer proposed on the west side of the river.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
TOM EDWARDS

RECEIVED
MAR 9 - 1967
FOR FILING
I-405-8(16)303
7124

March 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

5370

Re: Oregon Project I-405-8(1)301
Luckenbach Warehouse Clearances
Bridge No. 2529

Your File 08-35-DB

Dear Sir:

Please refer to your letter of February 7 having to do with fire hazards to the Fremont Bridge through the Luckenbach Warehouse.

This has been studied by the Highway Department and also by the consultant, Parsons, Brinckerhoff, Quade and Douglas. As a result of this study, a new proposal will be made to the property owners which will provide a minimum of 50 feet of horizontal clearance outside the extreme edges of structural steel. It is proposed to provide 172 feet of right of way width, symmetrical about bridge centerline, which will allow the 50-foot minimum mentioned above.

Four prints of our Drawings No. 22850 and 22851 are enclosed which indicate the clearances that will obtain with the 50-foot minimum clearance outside of steel.

The same minimum horizontal clearances will be provided on the west side of the river upstream from the structure through the SP&S terminal building. On the west side of the river and immediately downstream from the structure, is property owned by the Commission of Public Docks and which is protected on its southerly side by a concrete fire wall. The matter of protection to the bridge structure because of occupancy usage at yard level, adjacent to the structure on Commission of Public Docks property, is now being studied and a proposal will be submitted to you in the very near future.

Other areas throughout the length of the interchanges will be studied as to the effect of fire hazards on the structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc. (4)

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
G. E. Rohde
D. H. Moehring (2 sets enc.)
Ivan Merchant

IDM:mb ja

RECEIVED
FEB 2[illegible] 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-405-8(16)363

7124

AIRMAIL

4310

February 17, 1967

Parsons, Brinckerhoff, Quade & Douglas
165 Broadway
New York City, New York 10006

Attention: Mr. Silano

Subject: Fremont Bridge
Fire Protection
Br. No. 2529

Gentlemen:

As mentioned to you by phone recently, I would like the recommendations of your organization as to clearances for fire protective purposes throughout the Luckenbach Terminal Building.

I am enclosing two prints each of our Dwgs. Nos. 22850 and 51 which indicate the elevation of the structure and the building and plotted sections. The State intends to permit the building owner to cut off the building parallel to the structure center line and construct a one-hour fire resistant end wall at his option. The building code which governs the occupancy of the existing Luckenbach Terminal Building prohibits the storage of hazardous and highly flammable liquids and explosives. The question has arisen as to the amount of horizontal space that should be provided from the outside of steel to the proposed fire wall.

Will you please study this problem and favor us with your recommendation at the earliest possible time so that right of way negotiations may proceed.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Encls.
cc: Tom Edwards
D. H. Moehring

NOTED
TOM EDWARDS

RECEIVED
FEB 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 7, 1967

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. M. Arenz
Acting Division Engineer

SUBJECT: Oregon Project I-405-8(1)301
Fremont Bridge Encroachments
Luckenbach Warehouse Dock

We have your submission of January 25, 1967 signed by Mr. D. H. Moehring on the above subject. By locating the pier in this warehouse area, the steel arch sections adjacent this building become vulnerable to any fire. The building itself is an extreme fire hazard because of its construction and the possible storage of flamables which are apparently not restricted. A fire or explosion could jeopardize the entire superstructure.

A meeting with some of your staff earlier this week indicated that precise clearance dimensions have not been received from your consultant. Perhaps the consultant would have an opinion as to what clearance would be necessary to protect the structure in the event of a fire in this warehouse.

We would appreciate precise clearance information for the arch and justification for any encroachment proposed after your review. Perhaps after receiving the consultants information, further study might dictate the desirability of even greater clearance than the normal 25 feet in view of the type of building and its potential use. We also suggest that you review the clearance on the west side of the river and also the interchanges.

22850-51

Northcut
RD

Copy - Klaboe
Young
Moehring
Rapp
Ca Dist
2-10-67

RECEIVED
FEB 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 7-66

RECEIVED
JAN 31 1967
"FOR FILING"

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fiscal
Property
Merc-Portland

Fremont Br

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F. B. Klaboe

RECEIVED
JAN 27
OFFICE OF
STATE HIGHWAY ENGINEER

January 25, 1967

08-35.7
File No. 35108
Fremont Interchange-
Sunset Interchange
Stadium Freeway
Multnomah County

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

This will reply to your January 20 letter requesting additional information on my January 17 request to allow an encroachment within the right of way for the severed Albina warehouse.

In Point No. 1 you requested a plan sheet indicating the location of the bridge structure in relation to the right of way lines. Attached is a sketch marked "Exhibit C" showing the area of encroachment and the outside edge of the bridge structure.

In Point No. 2 you requested a profile indicating the distance between the roof of the warehouse and the bridge deck. Attached is "Design Sheet SIC" whereon is shown in red color the elevations at the ground, at the top of the building, the lower deck and the upper deck of the bridge. In plan on the upper part of the sheet is shown the Albina warehouse which is labeled "Luckenbach Terminal".

In Point No. 3a you asked for information concerning fire danger to the bridge structure. As a part of our Option agreement the owner is required to construct a one-hour-fire-resistant wall to enclose the open ends of the warehouse building where it is severed near the right of way lines. Since the building will encroach upon the right of way a distance of only

Copy-Merchant
2-10-67

7 3/4 feet and since we require a one-hour-fire-resistant wall it is my opinion that we are better protected than we would be if the building were entirely removed from the right of way and the enclosed ends were of a non-fire retardment material.

The Bridge Engineer assures me that there will be adequate area for the bridge contractor to work.

In Point No. 3b you asked for the amount of the review appraisal. The review appraisal is for $212,000 which is the amount of the Option.

With regard to Point No. 3c we elected to purchase the entire building. The entire building had a value of $198,125. The value of the portion of the building within the taking plus damages to the remainder was $141,000. The value of the remaining building after the taking was $57,125 but in order to make the building usable the open ends of the building remainders needed to be closed and the cost of such work was estimated to be $59,958. This amount of money would be due the owner in addition to the above-mentioned taking and damage and indicates that it was cheaper to buy the entire building than to take only that portion of the building within the right of way and enclose the open ends.

Under Point No. 3d the estimated cost to remove the entire building and clean up the area was $12,000. This takes into account any salvage value. In the event we were to complete the transaction on the basis of acquiring the building in its entirety we would be required to expend $12,000 for its removal. Under the terms of our Option we will be required to remove only the portion of the building within the taking. There is no question that it will cost less to remove a 120-foot section of the building than removing the entire building.

If further information is desired please advise as the Option we have will expire on March 6.

Very truly yours,

C. E. ROHDE
Chief Counsel

D. H. Moehring,
Right of Way Engineer

DHM:JP
Attachments
cc: F. B. Klaboe
C. E. Rohde
L. H. Young
C. H. Maison
M. R. Mitchell

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

JAN 20 1967
FOR FILE

Chief
Hwy
Muni Portland
Fremont Br

Klaboe

January 17, 1967

File No. 35108
Fremont Interchange-
Sunset Interchange
Stadium Freeway
Multnomah County

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

An option has been taken on the subject file which allows two encroachments within the right of way for the life of a warehouse building located within the encroachment area. In each of the encroachments the owner of the building desired to retain portions of the building and the encroachments are necessary so that the building might be severed on the roof truss line.

Attached are the Real Estate Option and Exhibits, Exhibit C being a part of the Option agreement whereon is shown in orange color the area involved in the encroachment.

Your approval is requested in this handling of the file and your early consideration of the matter is needed as the Option is only good for 60 days and will expire on March 6, 1967.

If further information in this matter is needed please advise.

NOTED
F. B. KLABOE

Very truly yours,

G. E. ROHDE
Chief Counsel

RECEIVED
JAN 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

D. H. Moehring
Right of Way Engineer

DHM:JP

Copy - Merchant
2-10-67

RECEIVED
JAN 24 1967
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 20, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section
Parcel 35108, Albina Dock Company

Right of Way Engineer D. H. Moehring's letter of January 17, 1967 requests approval to allow the encroachment within the right of way of the severed Albina Dock. Paragraph 5q of PPM 21-4.1 requires that any encroachment on, or private use of the right of way, shall be prevented except as may be approved by the Administrator. In order to process your request, the following additional information will be needed in triplicate:

1. A plan sheet indicating the location of the bridge structure in relation to the right of way lines, encroachment line, and remaining dock.

2. A profile indicating the distance between the roof of the dock warehouse and the bridge deck.

3. A letter with the following information:

   a. Your engineering review with respect to possible fire danger to the bridge structure. In addition, your engineering comments as to adequate area for bridge construction.

   b. The amount of the review appraisal.

   c. Whether or not the State appraised the property on the basis that the building could be cut off economically at or near the right of way line. In other words, why did the State elect to purchase the entire building?

   d. The cost to the State of demolishing the dock, taking into consideration any salvage value.

If you will expedite the transmittal of this information, we can complete our review of your request.

Orig to Moehring 1-23-67

1-24-67
REFERRED TO
Merchant - Magnus
BY ASST. STATE HWY. ENGR.
Young

RECEIVED
JAN 2[illegible] 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-122X 80M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 11 1966

Corr
Eng
[illegible] Portland

October 10, 1966

Fremont
Br.

Rives & Hodgers
Attorneys at Law
Public Service Bldg.
Portland, Oregon 97204

Re: R-35108 - Albina Dock Co.
Fremont Bridge Section
Stadium Freeway

Gentlemen:

This is written to confirm information given your Mr. McLean by telephone on Friday relative to the date the Highway Commission contemplates taking possession of the property of McDonald-Gattie & Co. (Albina Dock Company) required for the construction of the easterly approach to the Fremont bridge.

The best estimate I am able to obtain from our Bridge Engineer, per the present scheduling of design and letting of contracts for construction of the piers, is that such possession will be required approximately by March 1, 1967. This would be for demolition of structures so that a contract could be let in May 1967 for erection of the piers.

I should also add that I mentioned to Mr. McLean, also, the matter of temporary occupancy of a portion of the area immediately to make sub-surface exploration. My information was that arrangements had been made for a conference sometime today between representatives of the engineering consultant firm and your client to discuss this matter.

If I can be of further assistance in this matter, please do not hesitate to inquire.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg
CC - Mr. R. L. Porter
Mr. Tom Edwards
Mr. Ivan Merchant
Mr. D. H. Moehring
Mr. J. J. Smith

R[illegible]
[illegible] 1966

NOTED
R. L. PORTER

RECEIVED
DEC 16 1965

Const
Eng
Muni - Portland

December 13, 1965

Fremont Br.

Mr. Geo. D. Rives
1400 Public Service Building
Portland, Oregon 97204

albina Dock
+
Luckenbach

Dear Mr. Rives:

In line with our telephone conversation of this morning, attached is a copy of one plan being considered for the Fremont Bridge.

It appears that a right-of-way width of about 100 feet will be necessary easterly of the harbor line. For your information, no definite plan or final decision as to a plan has as yet received approval of the Bureau of Public Roads. The matter is still under consideration at this time.

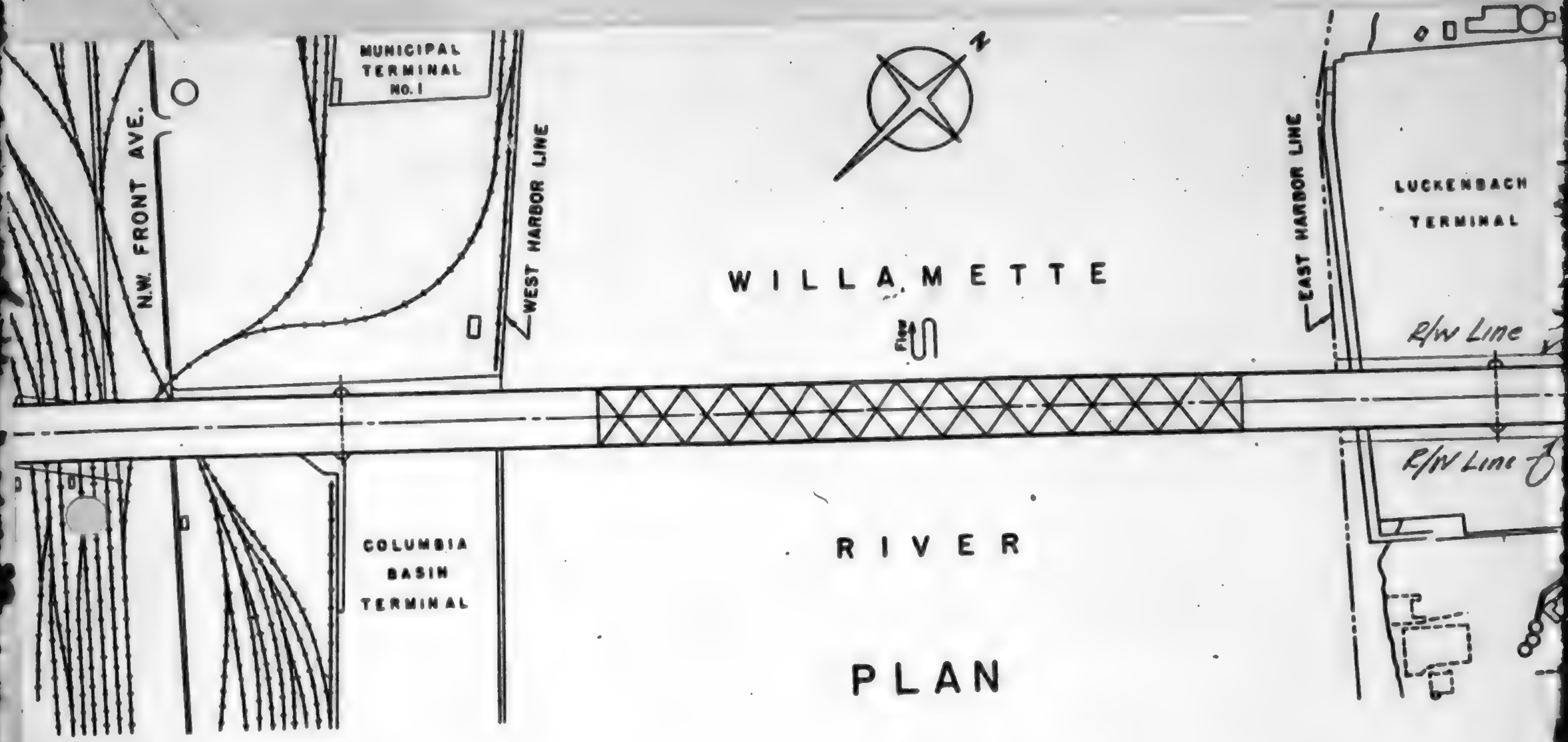
Very truly yours,

Forrest Cooper
State Highway Engineer

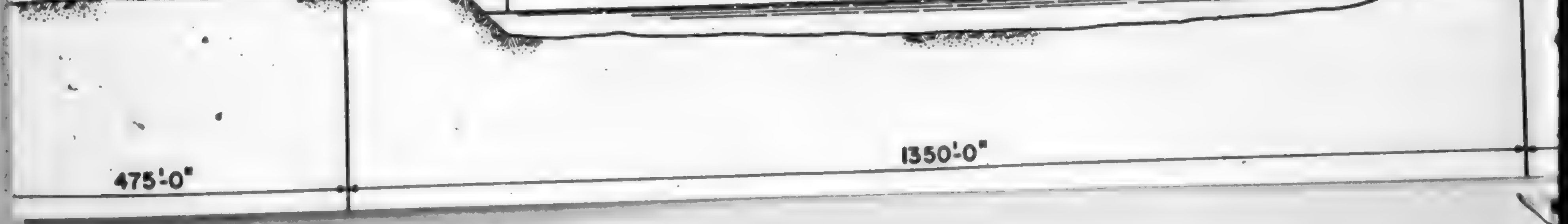
By

R. L. Porter
Deputy State Highway Engineer

RLP:mg
att.
cc Forrest Cooper
Victor D. Wolfe
George Rohde


MUNICIPAL TERMINAL NO. 1
N.W. FRONT AVE.
WEST HARBOR LINE
N
WILLAMETTE
Flow
EAST HARBOR LINE
LUCKENBACH TERMINAL
R/W Line
R/W Line
COLUMBIA BASIN TERMINAL
RIVER

PLAN


475'-0"
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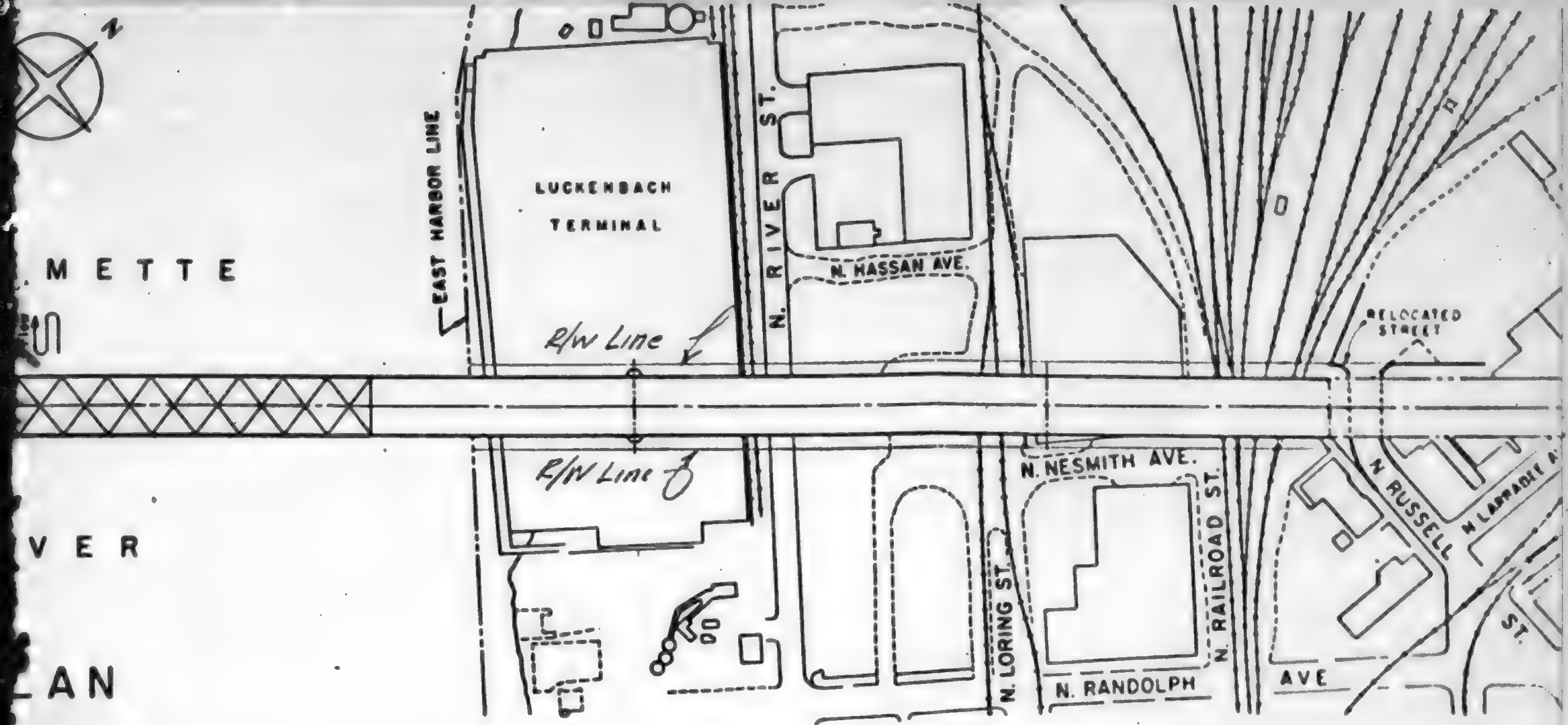
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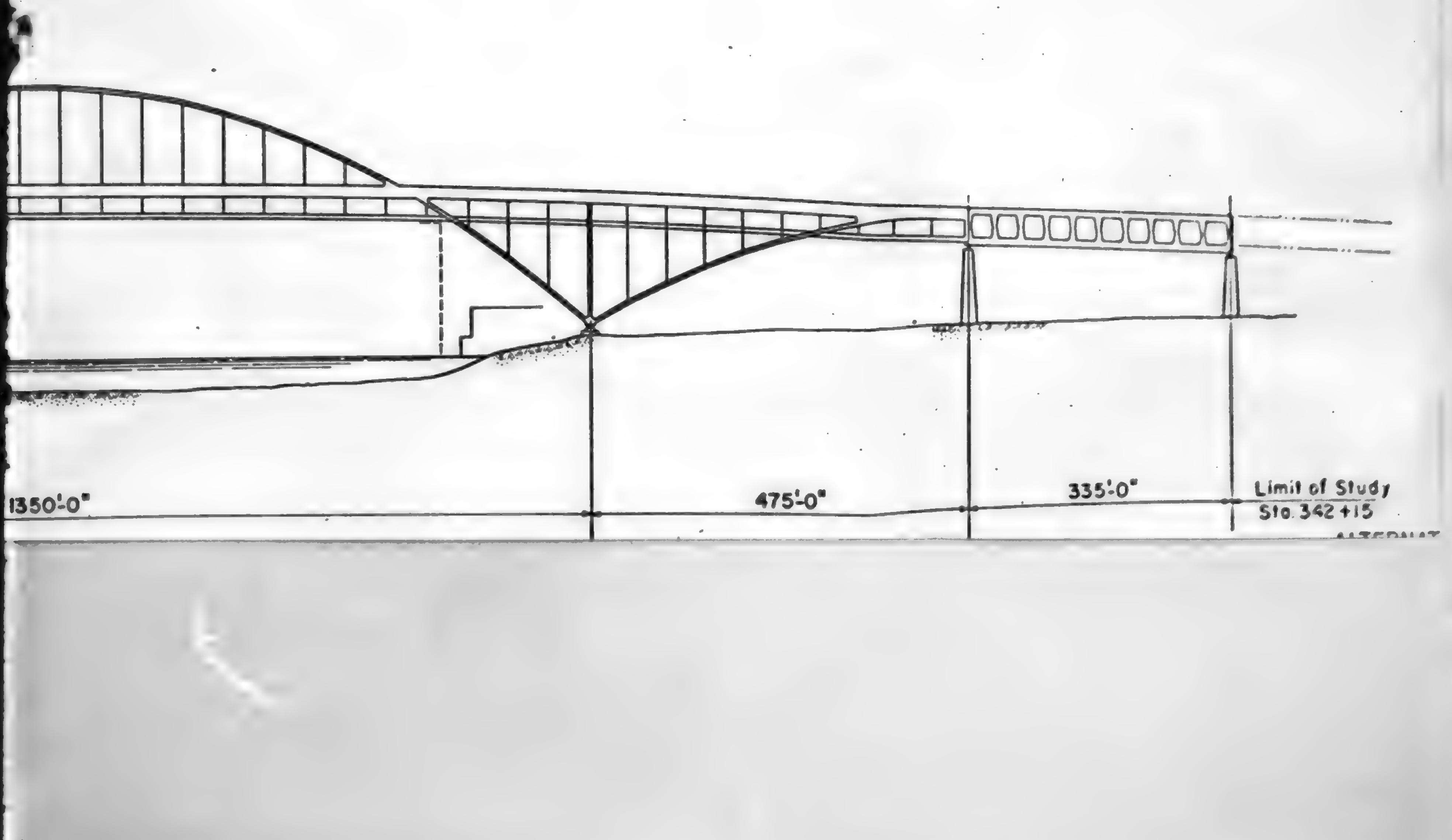
N. RAILROAD ST.
N. RANDOLPH AVE
N. RUSSELL
N. LARRABEE A
ST.


1350'-0"
475'-0"
335'-0"
Limit of Study
Sta. 342+15

RECEIVED
MAR 9 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: March 3, 1965

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(4)303
Fremont Bridge Section
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on October 31, 1963. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

Reference is made to Chief Counsel G. E. Rohde's letter of December 30, 1964 concerning Albina Dock Company, Parcel 35108. Approval of the plans and execution of the project agreement is with the understanding that your legal section render a determination concerning unity of use and unity of ownership between Albina Dock, Berth 3, and Albina Dock, Berths 1 and 2, as soon as final plans for the Fremont Bridge have been formulated.

Likewise, it should be understood, if settlement with the Union Pacific Railroad, File 36087 and/or the Spokane, Portland and Seattle Railroad, File 35105 is on any basis other than current appraisal reviews, June 10, 1964 for U.P.R.R., and October 1, 1964 for S.P. & S.R.R., that Federal participation will be subject to Public Roads review of the proposed settlement.

The project agreement will be forwarded for your approval under separate cover.

Attachment

NOTED
LLOYD P. SHAW

Original To Rohde
with attach.
copy To Young
3-9-65
Copy - Merchant
2-10-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 13 1965

FOR FILING

Const
Proj
Muni - Portland

477 Cottage Street NE.
Salem, Oregon 97301

January 6, 1965

08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Fremont Br.

Oregon Project I-405-4(4)303, Fremont Bridge Section -
Parcel 35108, Albina Dock Company

Chief Counsel G. E. Rohde's letter of December 30, 1964 indicates that the design for the Fremont Bridge has not been completed and therefore the nature and extent of the taking from the above mentioned file is not known at this date. We concur that there is no need for a legal determination concerning unity of use and unity of ownership until such time as the plans have been formulated for the Fremont Bridge. However, it will be our requirement as a basis for Federal participation that such a legal opinion is necessary before negotiations are undertaken with Albina Dock Company. It is necessary to make this requirement because the present appraisals contain statements that indicate a different valuation might be placed upon the subject parcel (Albina Dock, Berth 3) if unity of ownership does not exist with the downstream cargo dock (Albina Dock, Berths 1 and 2).

At such time as final plans are formulated and a legal opinion is rendered we would appreciate receiving a copy of same. At that time we would also like to have a copy of the inspection report prepared by your engineers.

Orig to Wright
1-8-65

Copy - Merchant
2-10-67

Copy to [illegible]
1-13-65

RECEIVED
OCT 14 1964

477 Cottage Street SE.
Salem, Oregon 97301
Mult. Co.

October 9, 1964

06-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-405-8(4)303
Fremont Bridge Section - Parcel 35108, Albina Dock Company (Luckenbach)

Our review of the State's appraisals covering the above mentioned parcel indicates that the value estimates are based upon the assumption "the property is appraised giving consideration to its being part of an overall ownership, including a second general cargo dock located a short distance downstream from subject". The appraisals also indicate "as has previously been stated, this property has been recently acquired by Albina Dock and is part of their overall operation. A discussion with members of the Portland Dock Commission indicates that this is a very valuable addition to the other Albina Dock facility, with the two improvements complimenting each other. The appraiser has attempted to reflect the value to the owner in the value assigned, and it is believed that this special value was indicated in the acquisition price." These statements are contained in Mr. Kolberg's appraisal of March 18, 1964.

It would appear from the statements in the appraisals that a different valuation might be placed upon the subject parcel (Albina Dock, Berth 3) if unity of ownership does not exist with the downstream cargo dock (Albina Dock, Berths 1 and 2). If such is the case, we believe it to be absolutely essential that the State's legal section render an opinion as to whether or not unity of use and unity of ownership exists between the two separated docks.

We further believe it to be essential that an engineer make as a minimum an inspection of the condition of the piling supporting the dock and such information be made available to the appraisers. The extent of such an inspection would of course be governed by the preliminary findings of the engineer. We are aware that in docks of this vintage considerable deferred maintenance often exists, and believe that any supportable value estimates must include as a minimum an inspection by a qualified engineer. Such an inspection could be made, if you desire, by a State highway engineer that is trained in that particular field.

(more)

Copy Merchant
2-10-67

Orig to Wright
10-13-64

The file does not contain a revised appraisal by Mr. Kolberg based upon the new assumptions that the north end of the dock will not be walled up. This information should be included in the file.

As a basis for Federal participation in any right of way settlement the above action is necessary. Your review and comments are requested.

RECEIVED
MAR 7 - 1967
FOR FILING
I-405-8(16)303
7124

March 6, 1967

Mr. George D. Rives
Attorney at Law
1400 Public Service Building
Portland, Oregon 97204

Dear Mr. Rives:

This is a follow-up to our recent telephone conversation relative to the amount of right-of-way required by the Oregon State Highway Commission across property of McDonald Cattle Company-Albina Dock Company for the Fremont Bridge in Portland.

This structure is being designed by a private engineering firm which has recommended a clearance of 30 feet from the outside face of the steel. This is shown graphically on the enclosed drawing under Sections A-A through E-E. The dimensions shown on Section A-A would indicate a minimum right-of-way width of 172 feet.

I trust this is the information you desired but if something further is needed, please do not hesitate to call on us. Your past cooperation in this matter is very much appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
enc.
cc Forrest Cooper Victor D. Wolfe
Tom Edwards D. H. Moehring
I. D. Merchant

R/W File #35100

RECEIVED
AUG 5 - 1970

SP*33401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1966

SUBJECT:

To: MEMO TO FILE

After recent notification by the Bureau of Public Roads of their approval of a design for the proposed Fremont Bridge on Interstate Route 405 in Portland, the committee on selection of consultants met to choose an engineering firm to proceed with the detailed design and preparation of specifications.

The recommended and approved design being somewhat unique limits the field of competent engineers considerably. We know of no one locally who has had experience with orthotropic construction and, particularly, a combination of such construction in conjunction with a statically indeterminate system as is incorporated in the recommended and approved design.

Based on the committee's knowledge, the following firms were given consideration: Sverdrup & Parcel; Howard, Needles, Tammen & Bergendoff; Parsons, Brinckerhoff, Quade & Douglas; and C.B.A. of Vancouver, British Columbia. C.B.A. has made a strong effort to obtain this assignment. They have gone so far as to form an Oregon corporation by associating with some local individuals for, as far as we can tell, the express purpose of undertaking this project. While this might give the firm an image as a local organization, they are basically a Canadian concern. We understand further that they, at least in the past, have made use of European talent because of the then favorable labor market.

While the committee has no desire to discriminate against a foreign organization, we do believe that, everything being equal, a domestic engineer or engineering firm should be selected.

The committee is faced with a difficult situation to make a selection between Sverdrup & Parcel; Howard, Needles, Tammen & Bergendoff; and Parsons, Brinckerhoff, Quade & Douglas.

As far as we know, all of these firms are highly competent, have had vast experience in various types of bridges and structures, and all can undertake the work promptly and expeditiously.

After somewhat lengthy and deliberate consideration, it is the committee's judgment that in this instance Parsons, Brinckerhoff, Quade & Douglas should be offered the assignment. This is based on the fact that they have done the preliminary work on the type of structure desired, have considerable knowledge of this Department's wishes and requirements, and because they handled the preliminary work in a satisfactory manner.

R. L. Porter
Deputy State Highway Engineer

Tom Edwards
Assistant State Highway Engineer

F. B. Klaboe
Assistant State Highway Engineer

RLP:ms
cc Forrest Cooper
Victor D. Wolfe

JAN 18 1966

FOR FILING

I-405-8(16) 303

7124

January 17, 1966

Airmail

Mr. M. N. Quade
Parsons, Brinckerhoff, Quade & Douglas
165 Broadway
New York, N. Y. 10006

Dear Mr. Quade:

Re: Fremont Bridge, Portland

I have your January 13 letter relative to clarification as to the length of flanking spans and location of the end piers on Design S-1A.

This is to confirm that we have approval from the City of Portland to place the westerly pier at Station 367+70. While the City does not particularly like this location, they state that they could live with it if it meant securing approval of Design S-1. This same position is satisfactory also as to Design S-1A.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
Tom Edwards
Victor D. Wolfe

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
NEW YORK • SAN FRANCISCO

WILLIAM BARCLAY PARSONS 1885 - 1932
HENRY M. BRINCKERHOFF 1919 - 1945

MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD

ASSOCIATED CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD

165 BROADWAY, NEW YORK, N. Y. 10006
TELEPHONE BEEKMAN 3-6300

January 13, 1966

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310.

Re: Fremont Bridge, Portland.

Dear Mr. Porter:

My memory fails me in regard to the question of whether you have approved the relocation of the flanking span pier 80-feet to the northeast of Station 367+70 for the new study of Design S-1 having a main span length of 1250 feet. This was discussed under Item 2 of our proposal of December 6, 1965 for the engineering services.

My recollection is that we discussed this on the telephone not long after you received our letter of December 6th but I failed to make a note of our conversation and do not remember whether you said you were going to take this up with the City of Portland and would advise us later as to whether it would be satisfactory to move the pier 80-feet as stated in our proposal. We would appreciate your confirmation of this point.

I can not overemphasize the importance of shortening the flanking spans on either side of the 1250 foot main span. Although we have stressed the aesthetic aspect of the question, the structural aspect was also highly important. With the longer side span, the curvature of the bottom chord in the flanking span is such that in combination with the higher rise of the central arch due to maintaining navigation clearances, it may be difficult for even the big IBM 7094 to make up its mind how the structure acts. Although Design S-1A is statically determinate for the truss portions of the main bridge, it is also important that its flanking spans be kept to the same length as those of Design S-1.

Yours very truly,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. N. Quade

MNQ:Y

1965
80TH
ANNIVERSARY

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JAN 17 1966
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DEC 6 - 1965

FORM E-30 80M 3-65 SP*6470-784

FOR FILING

I-405-8(10)303
7134

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1965

SUBJECT: West Fremont Bridge Approach
Stadium Freeway

To: Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

NOTED
R. L. PORTER

A search of available files was made to determine what had occurred in regard to the positioning of the pier at approximately the intersection of N. W. Thurman Street and 14th Avenue.

This pier was originally shown on OSHD Bridge Dept. Drawing 18934 at Station 368+50, westerly of the street intersection. By letter of December 13, 1963 the consulting firm of Parsons, Brinckerhoff, Quade & Douglas proposed to move the pier toward the river 77.5 feet which would put it in the intersection and would require rearrangement of the intersection and relocation of the railroad crossing between this intersection and Front Avenue.

By letter of December 23, 1963 Mr. Paxson advised the consultant that this had been discussed with the City and the railroad and that the move was possible but not desirable. He noted the added cost of relocating the intersection and the crossing of the railroad.

By letter of December 30, 1963 (cc to R. L. Porter) the consultant advised their architect that a question existed as to whether they could end the project as they had proposed or whether it should be moved back to Station 368+50 (out of the intersection).

By letter of January 9, 1964, Mr. Paxson referred to the above letter and advised the consultant that this was a matter of economics; that the shortening of the job 77 feet as they proposed appeared to add $245,000 in viaduct and street revision costs and that this should be kept in mind in making the comparison between the truss over the entire length and the shortened job which they had proposed.

No further mention was found until the draft of the Supplementary Report of Alternate Designs was received in July 1965. On page 2 was a statement that the Department had requested that the original limits be used in order to locate the end pier of the main bridge on the off-river side of the intersection.

The above items of correspondence were the only references found to the positioning of the pier. Copies are attached.

F. D. Morgan
Construction Engineer

By

ADOlson
A. D. Olson
Urban Engineer

ADO:rw

Encl.

cc: W. J. Hart

Excerpt from July 1965 Suppl. Report on Alt. Designs.

INTRODUCTION

In August 1964 Parsons, Brinckerhoff, Quade & Douglas submitted to the Oregon State Highway Department a report on certain alternate designs for the Fremont Bridge over the Willamette River in the City of Portland. The Department, in collaboration with the U. S. Bureau of Public Roads, proposes to construct this bridge as required to connect the Stadium Freeway (U.S. Interstate Highway Oregon I-405) west of the river with the Fremont Street interchange of Interstate I-5 east of the river.

The August 1964 Report considered and evaluated the following seven basic designs:

Design 1 - Through Cantilever Truss - 650-ft. Main Span

Design 2 - Continuous Tied Arch Truss - 650-ft. Main Span

Design 3 - Self-Anchored Suspension Bridge - 650-ft. Main Span

Design 4 - Single Span Tied Arch - 650-ft. Main Span

Design 5 - Orthotropic Deck Plate Girders - 650-ft. Main Span

Design 6 - Continuous Tied Arch Truss - 1135 ft. Main Span

Design 7 - Orthotropic Deck Plate Girders - 1135-ft. Main Span.

The 1964 studies disclosed certain advantages in designs having a longer main span that eliminate the two piers in the river required by the 650-ft. main span that was originally contemplated and given to the consultants as design criteria. The river piers are very costly and they create hazards to navigation during and after construction. Moreover, they require large and expensive fenders that must be maintained at a significant annual cost in the future. The relatively small additional cost of a layout having a main span that spans the entire river justifies (the longer main spans in 1964) further studies of certain alternate designs, that are considered herein.

Subsequent to the submission of the August 1964 report and the six renderings in color that accompanied it, the City of Portland proposed for aesthetic reasons a design similar to that of the recently completed bridge over the Fraser River at Port Mann, B.C. and designated as a "stiffened tied arch."

In view of the above and other considerations, the consultants were directed to study and evaluate three additional designs as provided in a contract between the Department and the Consultants dated February 8, 1965. These designs are as follows:

Design S-1. A Stiffened Tied Arch - 1350-ft. Main Span

Design S-2. An Externally Anchored Suspension Bridge - 1180-ft. Main Span

Design S-3. A Through Cantilever Truss - 1150-ft. Main Span.

The location, the design criteria and physical data pertaining to the site are, of course, the same for these three additional designs and the description of them need not be repeated in this Supplementary Report. The study limit at the northeast end remains the same. At the southeast end the study limits are slightly different than those used in the August 1964 Report. The Department has requested that for Designs S-1 and S-3 the originally established limit of Station 368+50 be held in order to locate the end pier of the main bridge on the off river side of the intersection of N.W.14th Avenue and Thurman St. thus eliminating the alteration~~s~~ to this intersection that was proposed in the August 1964 Report.

In the case of Design S-2 it is necessary to locate the cable anchorage beyond Station 368+50 in the block bounded by N.W.15th Avenue, Thurman

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JAN 10 1964
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Corres
Projects
Miami - Portland

January 9, 1964

AIRMAIL

Parsons, Brinckerhoff, Quade & Douglas
165 Broadway
New York 6, New York

Fremont Br.

Attention: Mr. M. N. Quade

Dear Sir:

Re: Fremont Bridge over Willamette
River, Portland, Oregon

Reference is made to your letter of December 30, 1963, addressed to Mr. Max Abramovitz, in particular to the last paragraph relative to the moving of the end piers of the section included in your contract.

I did not mean to infer by my letter of December 23 that this could not be done. I would call your attention, however, to the additional cost of $55,000 to install the surfacing across the tracks and in addition to that we will be required to replace any portion of the truss which you eliminate by viaduct construction. Our estimate of the cost for the viaduct based upon a total shortening of 77 feet is $190,000, for a total additional cost of $245,000.

This should be kept in mind in making your comparison between the truss over the entire length and the shortened job which you have proposed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer
(Retired)

GSP:ms

cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. I. D. Merchant
Mr. Fred Klaboe

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
165 BROADWAY, NEW YORK 6, N. Y.
TELEPHONE BEEKMAN 3-6300

MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON

CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD
FRANCIS V. DU PONT
ROBERT H. MEADE

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY ENGINEER

December 30, 1963

Mr. Max Abramovitz
Harrison & Abramovitz
630 Fifth Avenue
New York, N. Y.

Re: Fremont Bridge over Willamette River, Portland, Oregon

Dear Mr. Abramovitz:

We are enclosing herewith two (2) copies each of the following drawings:

1. Plan & Elevation of the Fremont Bridge, Drawing No. 18934, showing the over-all dimensions as well as the types of spans used in the ten schemes we are considering for this project.
2. Typical Cross Section for a 325 ft. Deck Truss Span.
3. General Elevation Drawings of the ten schemes shown on Drawing No. 18934. We would like to point out that these bridge elevations and layouts are not final in shape and dimension and are being given to you to guide you in deciding upon the aesthetics of the structures.

We are also enclosing one (1) drawing showing the Freeway System in the City of Portland. This drawing is sent to you so that you can see the locations of the various bridges of which we gave you the photographs at our last meeting.

These drawings are being sent to assist you in your thinking on the project. If possible, we would like to meet with you, at your convenience, during the week of January 6th. It is hoped that at this meeting we will be able to eliminate some of these schemes, so that we can concentrate on those which will be included in the final report.

We have been informed by our client that there is a question as to whether or not the west end of our portion of the project can be ended where we show it or whether it should be moved back to Station 368+50. If the project must be moved back to Station 368+50 then a rearrangement of the approach spans at this end of the project must be made.

Very truly yours,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. E. Fiore

M. E. Fiore

MEF:ek
Encl.

cc: Mr. R. L. Porter
Oregon State Highway Department

P.S. to Mr. R. L. Porter:

A map of the Freeway System is not included in the submission to you.

RECEIVED
JAN 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN - 1964
OREGON
STATE HIGHWAY COMMISSION

[illegible]63
FILING
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Projects
[illegible] - Portland

Fremont Br. Airmail

December 23, 1963

Parsons, Brinckerhoff, Quade & Douglas
Engineers
165 Broadway
New York 6, New York

Attention: Mr. Quade

Re: Fremont Bridge

Dear Sir:

Reference is made to your letter of December 13 suggesting a change in pier location at each end of the portion of the structure included in your contract.

We have conferred with the City of Portland and with the railroads that would be affected. It is possible to make the change at station [illegible] but not desirable. Should the changes be made by moving the pier 77.5 feet northerly, it would be necessary to build a two-lane roadway on each side of the bridge center line a distance about [illegible] feet, with a two-lane connection between [illegible] Avenue and Thurman Street. The cost of the new road work is estimated at $55,000, including right-of-way.

The moving of the pier location from station [illegible] to a point [illegible] feet nearer the river is entirely feasible and we have approval both by the City of Portland and by the Union Pacific Railroad. To get maximum advantage from shifting this pier, you probably would want to move the pier shown at station 3?5 9? about 20 feet southerly so that the two approach spans would be equal in length. This would involve removing the easterly end of the house track at ℄ Station 3·5·63. I have discussed this with the railroad and they will probably object as they have some plans for extending the track to serve other property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

[illegible]

cc Forrest Cooper
I. D. [illegible]
Fred [illegible]

GSP:bbc

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
165 BROADWAY, NEW YORK 6, N. Y.
TELEPHONE BEEKMAN 3-5300

MAURICE N. QUADE
WALTER S. DOUGLAS
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WILLIAM H. BRUCE, JR.
JOHN E. EVERSON

CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD
ROBERT H. MEADE

December 13,1963

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10 Oregon.

Re: F.A.P.I-405-8(1) 301
Fremont Bridge over Willamette
River, Portland, Oregon.

Dear Mr. Porter:

We are enclosing three prints each of two sketches showing a proposal to relocate the two end piers of the truss spans on the Fremont Bridge.

On the southwest side we propose to move the pier shown on the Highway Department's Drawing 18934 at Sta.368+50 a distance of 77.5 feet towards the river, with a re-arrangement of the intersection of 14th Avenue and Thurman Street, as shown on the sketch. The paved crossing over the tracks between this intersection and Front Avenue would be moved to the north, also as shown on this sketch. Other than the relocations shown, the traffic movements are the same as they are at present and stop signs would be at the same relative locations in the intersection.

Observation of the traffic movement at this intersection during a rush hour period indicated that this proposed re-arrangement is quite feasible, and it is our opinion that this would meet with the approval of the City of Portland.

At the other end we propose to move the pier shown on your drawing at Sta.341+80 approximately 40 feet towards the river. The entrances and exits of the parking area to the north could be arranged as shown on the enclosed sketch, or they could be somewhat simplified if desired. In fact, it would probably be possible to leave the small building in the corner of the parking lot and simply leave an entrance between the corner of the building and the pier in its new location. However, a portion of the building might have to be removed during the construction of the pier base. The pier shaft has been so located that the clearance between it and the nearest railroad track is 18 feet minimum. This requirement seems to us to be a little excessive, but we understand that is what the railroads will require.

In most of the layouts that we have thus far considered it appears quite advantageous to move these two end piers towards the river, as shown on the enclosed sketches. It would be appreciated if you would review these and if you so desire, submit them to the City of Portland for their comments. I believe that we explained to you during our visit in Portland last month the basic reasons why it is advantageous to shift these piers.

Yours very truly,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. N. Quade

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I-405-(V.?) #3
7164

Salem, Oregon 97310
November 3, 1965

Fremont Bridge and
Approaches

Mr. D. Morgan
Construction Engineer
BUILDING

It seems certain that we will go for a Port Mann-type bridge or a cantilever-type bridge for this section.

The pier spacings through the Union Pacific yards are the same for each bridge. Please, therefore, expedite the negotiations with the Union Pacific Railroad Company so that we can get an agreement at the earliest possible date.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

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August 7, 1964

MAIL

Mr. M. N. Quade
Parsons, Brinckerhoff, Quade & Douglas
165 Broadway
New York City, New York 10006

Dear Mr. Quade:

Reference is made to your letter of July 29 in which you discussed the desirability of keeping the side channels closed during the channel pier construction for the proposed Fremont Bridge.

The eastside channel can be closed during the construction of the east channel pier. The westside channel is a different problem as the closure would affect the use of the 100-ton shearleg immediately downstream from the bridge location. The owners of the shearleg (the Commission of Public Docks of Portland) are studying a request to permit a closure for, say, seven months. As soon as we receive their answer, we will inform you.

Referring to your recommendation for the use of open-dredge caissons, we can see no reason for considering other than the conventional open cofferdams of steel sheet piling. Cofferdams of this type have been used successfully several times on both the Willamette and Columbia Rivers to even greater depths of excavation than that proposed for the Fremont Bridge piers. It is not our practice to specify the type of cofferdam contractors shall use to construct piers. Contractors are required to submit cofferdam plans for approval prior to construction.

The proposal in your sixth paragraph is, in our opinion, a prerogative of the contractor. He can either allow the cofferdam to flood or schedule the pier completion before the annual June freshet.

Mr. M. N. Quade
Page 2
August 7, 1964

We agree with the information and your proposals in the remaining paragraphs of your letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:bbc

cc R. L. Porter
Forrest Cooper

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165 BROADWAY, NEW YORK, N. Y. 10006
TELEPHONE BEEKMAN 3-6300

July 29,1964

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Fremont Bridge
Portland, Oregon

Dear Mr. Porter:

This will supplement our letter to you of July 17, 1964 pertaining to the river side channels and the problems involved if they must bekept open at all times during the construction period.

In consultation with Mr. Ralph E. DeSimone, a relative estimate of cost of the river piers used with any design having a 650-ft. main span has been prepared. In one case, the piers have been assumed to be constructed in the river entirely with floating equipment; in the second case, it has been assumed that the same piers would be surrounded by land so that land equipment could be used throughout. The differential cost was found to be about $600,000, the land work being the cheaper.

To construct the river piers with land equipment would require trestles reaching out from each shore and these would cost $200,000. The net saving in cost is therefore $400,000. Your letter of July 22,1964 states that it appears probable that the channel under the easterly span could be closed for as long as twelve months. This is helpful but the westerly channel continues to be a problem for all designs which have a 650-ft. main span. It is no problem for the 1135-ft. main span which looks better each day.

Have you by any chance asked the Port of Portland about the damages that they think they would suffer if 200 ft.of wharf at the bridge

TRENTON PITTSBURGH BOGOTA, COLOMBIA HAMILTON, ONTARIO LIMA, PERU

were to be closed off for a period of say seven months? This might prove to be less than the relative cost of construction by water and by land equipment.

In answer to the fourth paragraph of your letter of July 22, we are recommending open-dredge caissons for the bases of the river piers for the 650-ft.main span designs. The caissons would consist of steel boxes filled with concrete except for open wells through which the excavation would be removed by heavy buckets. The bottom is open for dredging until the caisson is sunk to its final elevation after which the bottom section is concreted by tremie methods. The height of the box caisson would be the height of the final base. Since the top of the base must be finally placed one to two feet below the future dredged depth of the river (Elev.-39.2), a temporary cofferdam is required above the top of base for the construction of that portion of the pier shaft which is in the water. This cofferdam is assembled and erected above water as the caisson is sunk and follows it down to final elevation. Hence the term "follower cofferdam". After the shaft is completed to a point above water, the cofferdam is removed.

We do not intend to use cofferdams higher than would be required for a 15-ft. stage of water. If a higher stage should happen to occur, the cofferdam could be allowed to flood without damage. Shaft pours would not be made immediately prior to an expected flood stage above 15-ft.

Referring to the next to the last paragraph of your letter of July 3,1964 we intend to found the east main pier at elevation -30. Inasmuch as we have shifted both main piers in Design 6, 30-ft. to the west (using span lengths of 500-1135-500 and 420-ft.) the east main pier is now located 74-ft. from the harbor line. The pier base is 80-ft.wide and the front edge is 34-ft. from the easterly limit of dredging to a future depth of elevation -39.2. By leaving the sheeting in place on the river face and the outer half of the two ends - cutting it off one foot above the top of base - and placing a blanket of stone rip-rap between the pier and the harbor line, ample protection against scour will be provided.

You will note from the borings that Hole 4LY was carried to about elevation -30 where drilling was apparently stopped because it became too difficult. Even steel H-piles could not be driven in the stratum indicated by this boring. The material seems quite adequate for a spread footing design but before final design of an 1135-ft.main span bridge would be undertaken, additional and deeper borings will be required at the exact pier site.

The east pier is the fixed pier for 2135-ft. of bridge and it will be required to resist large longitudinal forces from wind or earthquake sources.

The cross-section shown on the Department's drawing No.18934 appears to indicate a quay wall or other form of filled wharf construction at the west bank. When Mr. Fiore and I made our inspection of the site last November we looked under this wharf and noticed that the construction is of the relieving platform type and that the bank behind the river face of the wharf is on a slope (probably 1 on 1) and is faced with rip-rap.

In the revised layout for Design 6 the center line of the west pier will be located 80-ft. back of the harbor line(which seems to coincide with the face of the wharf). The base will be 48-feet wide and will be supported on steel H-piles. The front edge of the base will be 56-ft. back of the harbor line. The base of this pier can be safely founded at elevation -20. As in the case of the east pier we would recommend that the sheeting on 3 sides of the base be left in place and that rip-rap be placed in front of and at the ends of the pier.

At both piers the rip-rap would be placed after the piles supporting the restored section of wharf have been driven.

If Design 6 is adopted, the construction of the west main pier will be entirely clear of ships anchored alongside of the wharf and would permit about 25-ft. clear width of wharf to be available for the ships use.

Yours very truly,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. N. Quade

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July 22, 1964

AIRMAIL

Mr. H. H. Quade
Parsons, Brinckerhoff, Quade & Douglas
165 Broadway
New York, New York   10006

Dear Mr. Quade:

This is in answer to your July 17 letter relative to navigational clearances at the site of the proposed Fremont Bridge in the city of Portland.

Apparently there is misunderstanding relative to this problem. In order to obtain clarification, our Mr. P. M. Stephenson contacted the Port of Portland on July 20 and obtained the following information.

The channel under the westerly span cannot be blocked to navigation except for relatively short periods of time. This means that barges must be so placed to leave sufficient room for the passage of vessels. We feel that arrangements can be worked out whereby ships can be kept clear of the area during actual steel erection. It appears possible that the channel under the easterly span could be blocked for as long as twelve months. The main channel under the center span must, of course, be kept open for navigation at all times.

We are not familiar with the procedure you recommend as to caissons with follower cofferdams. On the Marquam Bridge that is now under construction and which is upstream from the Fremont Bridge site approximately two miles, conventional cofferdam construction was used. While we know the Marquam piers are not as large as the proposed Fremont piers, they are 36' x 102' in horizontal dimension. The bottom of the seal was elevation -55', the streambed varies from -21' to -33', with mean low water being at about elevation -3'. At this point it was not necessary to use any systems of guys or heavy anchors. I believe that 70-foot steel sheet piling were used in the cofferdam. We recognize that there are many points of difference between these two structures but offer the above information for what it may be worth.

The 25 per cent increase in the cost for river piers as compared with shore piers was strictly an "off the cuff" guess. The two contractors who made the guess, however, are experienced in large bridge construction.

If there are any points about this problem that are not clear, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:es

cc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. I. D. Merchant

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CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD

July 17,1964

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem,Oregon 97310.

Re: Fremont Bridge -
Portland,Oregon

Dear Mr. Porter:

We are quite concerned about the comment made in your letter to us of July 3, 1964 that it is necessary that the side channels be kept open. We assume that you mean that they must be kept open at all times.

The side channels pose no problem with respect to the erection of the steel substructure for any of the designs which have been studied except we think that it would be unwise to permit ships to be tied up under the bridge at the time when superstructure steel is being erected immediately over head.

Construction of the piers is, however, another matter. In the designs calling for main piers in the river, the dimensions of the main pier bases will be 60' x 140'. The 60' dimension immediately reduces the clearances at the side channels during the construction of the piers but such reduction is incidental to what we consider to be the main problem.

We have made preliminary designs of these piers as caissons having follower cofferdams within which the pier shafts to a point above the waterline would be constructed. The probable equipment that would be needed tooconstruct each of the main piers would consist of three barge mounted cranes, a floating concrete plant, a cement barge, a sand barge and a barge for coarse aggregates. In addition to the floating equipment heavy anchor lines would have to extend in all four directions from the caissons during the early stages of the excavation in order to anchor it in place until it is sunk deep enough to hold itself into position.

The floating equipment listed above would not be needed all of the

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P. M. [illegible]

BOSTON TRENTON PITTSBURGH BATON ROUGE SAN FRANCISCO HAMILTON, ONTARIO

time but at least this much equipment would be needed for the tremie pours and all but one crane would be needed for the shaft pours.

It simply is not possible to assemble all this equipment and operate it on only three sides of the pier, keeping the shore side clear. It seems imperative to us that during construction and for a period of approximately one year the side channels must be closed and available for the contractor's operations.

Even in Design 6 in which the main piers are constructed on the shore, some wharf space will be required if the work is to be done as economically as possible. The bases of these piers are 80' x 115' and here the work would be done entirely within a cofferdam. All of the equipment would be land based equipment but it would be our thought that the contractor would need to bring in sand and coarse aggregate by barge and that space for tying up two barges - one for sand and one for coarse aggregate - should be provided along the wharf in front of the pier. By the same token he might also need a barge for disposal of the excavation if that is the economical method of disposing of it.

The barges would probably be as long as the dimensions of the pier and they would probably be between 30' and 35' wide. Two of them tied alongside of each other would probably project out into the river about 60' to 70'.

The alternative to this would be, of course, to require, if necessary, rail or truck delivery of sand and gravel and removal of the excavated material. This requirement could very easily cost as much as $1.00 per ton more than water delivery.

It therefore seems to us that regardless of whether the main piers are in the river or on land, the side channels should be closed for a period of about one year and that in acquiring right-of-way for the bridge, this right of closure should also be acquired for the construction period.

Your letter also mentioned that two experienced contractors had given their offhand opinion that unit costs for river piers would be about 25% higher than those for comparable shore piers over and above the cofferdam costs. At the moment this differential seems a little bit high to us but we are currently investigating it and have obtained the services of Mr. Ralph DeSimone in this connection. As you may know, Mr. DeSimone is the former President of Merritt,Chapman & Scott Corporation, who is now engaged as a consultant in construction problems.

Construction of the main piers in the river by means of floating equipment would, of course, result in narrowing the main channel due to the amount of floating equipment and the anchor lines that would be necessary - particularly in the case of simultaneous construction of both main piers. Such simultaneous construction - at least in sequential stages - seem quite necessary because of the relative short periods in the year when lower river stages can be expected. To keep the follower cofferdams within reasonable size and design strength, we intend to let them flood whenever the river stage exceeds 15 feet.

The use of trestles between the banks and the main piers in the river, would permit the use of more land equipment and result in substantial reduction in cost.

We had not been aware until we received your letter of a requirement that the side channel be kept open at all times (within, of course, the physical limitations during the construction of the river pier bases). We therefore would appreciate your further comments in the light of the problems that are discussed in this letter.

Yours very truly,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. N. Quade

MNQ:Y

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7124

AIRMAIL July 3, 1964

Mr. Maurice Quade
Parsons, Brinckerhoff, Quade & Douglas
165 Broadway
New York City 6, New York

Dear Mr. Quade:

This will acknowledge your June 29 letter and the accompanying sketches.

We have studied these sketches and preliminary estimates and see no purpose in proceeding further with Design No. 7, the 1135-foot orthotropic girder. The cost and the present uncertainty of an adequate wearing surface would seem to rule this out. All reports we have to date on experimental work by other organizations on such wearing surfaces leave considerable doubt in our minds as to continuing maintenance costs.

We are quite interested in your Design No. 6, the 1135-foot continuous tied arch, and ask that it be included in the report. While we have a U.S.E.D. permit for the shorter span arrangement with piers in the channel, the clear channel will give a better facility and decrease the hazard both to the structure and to shipping. This design also sets the west end pier far enough back so that there is no interference with the city streets reducing street cost.

Your report may well bring out your doubt of the adequacy of the pier fender and the impracticability of a system independent of the piers without reducing horizontal navigational clearances.

We note your comment on the comparitive cost for river and shore piers. In addition to the quantities involved, allowance must be made for construction difficulties. It is necessary that the side channels be kept open. No trestle can be built from the shore to the piers and transport of men or material would be by barge. There would also be cantilever erection of the side spans within the harbor lines. We have discussed the matter very generally with two experienced contractors and it was their off-hand opinion the unit cost would be about 25 per cent higher for river piers than for comparable shore piers over and beyond cofferdam costs. You will, of course, make such adjustment of unit cost in the final estimates as you feel justified.

Cost estimates in your report should show your estimate of the contract construction cost exclusive of engineering, right-of-way, railroad rearrangement, and property damage costs. We will evaluate these ourselves for the various schemes in your report.

We have some question as to the founding of the east main pier for the larger spans without piles unless the pier is carried at about -30 which is much deeper than otherwise would be necessary. Final decision need not be made in this report.

We will await your final report before taking the project up with the City of Portland and the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Foster
Deputy State Highway Engineer

cc Forrest Cooper
Ivan Merchant
PMS

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ROBERT H. MEADE

CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD

June 29,1964

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon.

Re: Fremont Bridge
Portland,Oregon.

Dear Mr. Porter:

This letter will constitute an interim report on our studies for the Fremont Bridge in Portland. Under separate cover we mailed to you one print each of the following drawings which will be reproduced as illustrations in our final report:

Frontispiece - Location Map of the Bridge.
Figure 1 - Profile Clearances and River Stages.
2 - Boring Logs.
3 - Typical Cross-Section - Designs 1,2,3,4 and 6.
4 - Design 1 - Through Cantilever Main Bridge.
5 - Design 2 - Continuous Tied Arch Truss, 650 ft. Main Span.
6 - Design.3 - Self-Anchored Suspension Bridge.
7 - Design 4 - Single Tied Arch Main Span.
8 - Typical Cross-Section - Designs 5 and 7.
9 - Design 5 - Orthotropic Design - 650 ft. Main Span.
10 - Design 6 - Continuous Tied Arch Truss, 1135-ft. Main Span.
11 - Design 7 - Orthotropic Design - 1120-ft. Main Span,

In addition we mailed to you one print each of some sketches which show various layouts for Designs 1 and 2, which were studied and evaluated to determine the most economical layout with respect to lengths of anchor and flanking spans within the limits of our studies. Other sketches were developed to the stage necessary to be sure that satisfactory [illegible] anchorages could be designed and erected for Designs 3 and 5. We

NOTED
P. M. STEPHENSON

have not intended to reproduce these sketches in the final report. The following sketches were mailed to you:

Sketch A. - Design 1A. - Through Cantilever with 260 ft. anchor spans.
B. - Design 1B. - Through Cantilever with 325 ft. anchor spans.
C. - Design 2A. - Continuous Tied Arch with same flanking spans as in 1A.
D. - Design 2B. - Continuous Tied Arch with same flanking spans as in 1B.
E. - Design 3. - Details of Cable Anchorage for Self-Anchored Suspension Bridge.
F. - Design 5. - Joint Details of Orthotropic Design at Upper Level.
G. - Design 5. - Cable Anchorage Details for Orthotropic Design.
H. - Design 5. - Views of Main Piers and Towers Orthotropic Design.

Our estimates of cost have been prepared to the point where they can be submitted for your preliminary consideration. However, in preparing the estimates for the superstructures we have tentatively used the same unit price for the same kind of steel in all designs - i.e. the same unit price for all main cable steel, another for all fabricated truss steel of the same type,etc. There will be some differences and we are now in the process of refining these estimates after consultation with representatives of two of the larger steel companies.

Similarly, the unit prices for concrete in the substructures do not yet reflect the full difference in cost between construction on land with land based rigs and construction in the river with floating equipment - or alternatively the construction of trestles and working decks to permit land rigs to work in the river. The foregoing comments apply, of course, to the main piers in the river for those designs having 650-ft. main spans versus those which span the entire river and use a 1120-ft. or 1135-ft. main span.

In addition, our costs are only those for construction. We have not added costs of engineering, right-of-way and property damage, relocation of utilities and railroads and other costs. In fact, we are not sure at this time as to whether you wish us to include such costs. If right-of-way and property damages are to be included, we believe that you should furnish them to us because your right-of-way department is in a better position to do so and also because the right-of-way for the truss spans that we are studying is only a part of the right-of-way required for the entire bridge.

The foregoing costs which have thus far been excluded from our totals will not be the same for all Designs but we believe that the differences will not be a significant factor in selecting a design especially in view of the importance that has been given to aesthetics.

On the basis outlined above the following tentative estimates of construction cost have been computed, subject to further refinement as stated:

			Order of Cost
650 ft. Through Cantilever	1	$12,775,000	1
	1A	13,625,000	5
	1B	13,275,000	2
650 ft. Continuous Tied Arch	2	13,475,000	3
	2A	13,675,000	7
	2B	13,550,000	4
650 ft. Self-Anchored Suspension	3	14,050,000	8
650 ft. Tied Arch Main Span	4	13,650,000	6
650 ft. Orthotropic Design	5	14,125,000	10
1135 ft. Continuous Tied Arch	6	14,075,000	9

We have not made an estimate of the 1120 ft. Orthotropic Design and will not do so unless there is some indication from you that you and the Bureau of Public Roads would consider spending as much as $2 Million for aesthetics. If the 1120 ft. Orthotropic Design (7) should bear the same ratio of cost to the 650 ft. Design (5) as the 1135 ft. Continuous Tied Arch Truss Design (6) bears to its 650 ft. Design (2), the cost of the 1120 ft. Orthotropic Design would be about $14,775,000. Design 7 is the one which our architect, Max Abramovitz, considers the best looking design. Like most architects who pass judgment on bridge designs, he dislikes triangular truss framing. We might add that the double deck construction and the heavy parallel lines and shadows which result from it have made this a very special problem in appearance as well as in structural design.

As could have been anticipated, the conventional through cantilever is the least costly.

Three different layouts were studied. Normally, anchor spans having a length of about three-eighths of the main span length are most economical from the standpoint of the quantities of steel between anchor piers. There is always uplift at the anchor pier and therefore no reversal of stress and uneconomical top chords at the ends due to reversal. This economy is always true if the flanking approach spans can be girders. However, the extreme height of this bridge, the double deck construction and the need for truss spans adjacent to the anchor spans to clear the railroad tracks, more than cancelled out the economy in the cantilever bridge itself. Layout 1A using 260 ft. anchor spans ranked fifth in total cost. Using anchor spans lengths 50% of the main span for Layout 1B resulted in a design that ranked second but it is still more costly than Design 1 which employs 455 ft. anchor spans. Similar relative economy was found in Designs 2, 2A and 2B for the continuous tied arch trusses.

For those Designs employing 650 ft. main spans with piers in the river, we have used the type of fenders described in your letter to us of September 10, 1963 but we have some misgivings about their adequacy because of the docking operations by cargo ships between each main pier and the adjacent wharf. We have, of course, provided a solid diaphragm between pier shafts to an elevation about 30 ft. above high water but a ship striking either pier can do considerable damage to it in the absence of heavy dolphins at the downstream and upstream ends.

To anyone but a bridge engineer, it is probable that the through cantilever bridge is the least attractive in appearance. We in this firm like the continuous tied arch truss design which is estimated to cost $700,000 more than the through cantilever. It is particularly significant that the 1135 ft. continuous tied arch layout costs only $600,000 more than the 650-ft. continuous tied arch layout an our present basis of estimating as previously described. Refinement of the estimates may narrow this gap. We believe that serious consideration should be given to Design 6, the 1135 ft. continuous tied arch layout. The elimination of floating equipment and all hazards to and from water-borne traffic during and after construction, is an important consideration. The difference in cost between the layouts having 650-ft. and 1135-ft. main spans might depend more on how the contractors who bid it evaluate the hazards of river construction as compared to building the piers on the river banks.

Despite the fact that we believe that Design 6, having a 1135-ft. main span is a very pleasing design having many other advantages as well, we have not included this Design among the five renderings to be prepared. Since this design departs from the original criteria governing our studies, we think that we would need your specific authorization to include it.

It is quite clear that the superstructure steel in Designs 1,2 and 6 can be erected without falsework bents between the main piers. For Design 6 this means no falsework anywhere in the river. Erection of the main span would probably be done by creeper travellers moving out on the top chords. At present we believe that the other designs can also be erected without falsework between the main piers. However, special problems are present. Those designs having cables, 3, 5 and 7, will require considerable adjustment during erection - perhaps several times at the same points for some of the designs.

The Single Tied Arch Main Span (Design 4) can be erected without falsework in the river by means of tie-backs and the addition of a considerable amount of temporary erection steel on both sides of the main span.

Careful review of the borings has led us to conclude that the best design for the main pier base for the layouts having a 650-ft. main span consists of an open-dredge caisson for each pier rather than cofferdams within which Steel H-piles would be driven. The pier shafts extending from the bed of the river would be constructed in the dry within a follower cofferdam on top of the caisson which would be removed after construction. In order to preserve the required navigation clearances it is necessary to place the tops of the bases for the main piers for the 650-ft. main span designs at or slightly below project depth in the river. Under any design basis this places the bottoms at such a depth that they would be founded on firm material. It is highly questionable whether even Steel H-piles could be driven very far below the bases at design depth.

Pier bases on land for the 1120 and 1135 foot main span designs (6 and 7) would be constructed within cofferdams with the bases at a much higher elevation than those in the river for the 650-ft. main span designs. This is the main reason for the relatively small difference in cost for the much longer main span. For these layouts the west main pier would be supported on Steel H-piles. Piles are not considered necessary for the east main pier on the basis of present boring information. It is probable that Design 6 could be constructed in a period several months shorter than the other designs. We might mention that Figure 1 showing all clearances and water elevations has been prepared in order that these dimensions need not be repeated for each design. This leaves the line drawings for the elevations of the several designs quite free from dimensions so that they can be compared more effectively.

Some difficulties have been encountered in completing the 5 renderings. Julian Michele who is doing the work for us had some prior commitments which conflicted with our delayed schedule. He does not expect to have them finished before July 20. The background work which serves for all five has, however, been completed.

We need a little time to refine our estimates and write the text of our report and perhaps a week to print it. All together it looks like a completion date near August 1. In the meantime we would appreciate your comments on the illustrations (Figures 1 through 11) and on any other points discussed in this letter.

Yours very truly,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. N. Quade

MNQ:Y

RECEIVED
JAN 10 1964
FOR FILING

I-405-8(16)303

7124

January 9, 1964

AIRMAIL

Parsons, Brinckerhoff, Quade & Douglas
165 Broadway
New York 6, New York

Attention: Mr. M. N. Quade

Dear Sir:

Re: Fremont Bridge over Willamette
River, Portland, Oregon

Reference is made to your letter of December 30, 1963, addressed to Mr. Max Abramovitz, in particular to the last paragraph relative to the moving of the end piers of the section included in your contract.

I did not mean to infer by my letter of December 23 that this could not be done. I would call your attention, however, to the additional cost of $55,000 to install the surfacing across the tracks and in addition to that we will be required to replace any portion of the truss which you eliminate by viaduct construction. Our estimate of the cost for the viaduct based upon a total shortening of 77 feet is $190,000, for a total additional cost of $245,000.

This should be kept in mind in making your comparison between the truss over the entire length and the shortened job which you have proposed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer
(Retired)

GSP:ms

cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. I. D. Merchant
Mr. Fred Klaboe

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
165 BROADWAY, NEW YORK 6, N. Y.
TELEPHONE BEEKMAN 3-6300

MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON

CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD
FRANCIS V. DU PONT
ROBERT H. MEADE

December 30, 1963

Mr. Max Abramovitz
Harrison & Abramovitz
630 Fifth Avenue
New York, N. Y.

Re: Fremont Bridge over Willamette River, Portland, Oregon

Dear Mr. Abramovitz:

We are enclosing herewith two (2) copies each of the following drawings:

1. Plan & Elevation of the Fremont Bridge, Drawing No. 18934, showing the over-all dimensions as well as the types of spans used in the ten schemes we are considering for this project.

2. Typical Cross Section for a 325 ft. Deck Truss Span.

3. General Elevation Drawings of the ten schemes shown on Drawing No. 18934. We would like to point out that these bridge elevations and layouts are not final in shape and dimension and are being given to you to guide you in deciding upon the aesthetics of the structures.

We are also enclosing one (1) drawing showing the Freeway System in the City of Portland. This drawing is sent to you so that you can see the locations of the various bridges of which we gave you the photographs at our last meeting.

BOSTON TRENTON PITTSBURGH BATON ROUGE SAN FRANCISCO HAMILTON, ONTARIO

These drawings are being sent to assist you in your thinking on the project. If possible, we would like to meet with you, at your convenience, during the week of January 6th. It is hoped that at this meeting we will be able to eliminate some of these schemes, so that we can concentrate on those which will be included in the final report.

We have been informed by our client that there is a question as to whether or not the west end of our portion of the project can be ended where we show it or whether it should be moved back to Station 368+50. If the project must be moved back to Station 368+50 then a rearrangment of the approach spans at this end of the project must be made.

Very truly yours,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. E. Fiore

M. E. Fiore

MEF:ek
Encl.

cc: Mr. R. L. Porter
Oregon State Highway Department

P.S. to Mr. R. L. Porter:

A map of the Freeway System is not included in the submission to you.

RECE
JAN 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN - 6 196
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 24 1963

FOR FILING

I-405-8(16) 343

7124

December 23, 1963

Airmail

Parsons, Brinckerhoff, Quade & Douglas
Engineers
165 Broadway
New York 6, New York

Attention: Mr. Quade

Re: Fremont Bridge

Dear Sir:

Reference is made to your letter of December 13 suggesting a change in pier location at each end of the portion of the structure included in your contract.

We have conferred with the City of Portland and with the railroads that would be affected. It is possible to make the change at Station 368+50 but not desirable. Should the changes be made by moving the pier 77.5 feet northerly, it would be necessary to build a two-lane roadway on each side of the bridge center line and distant about 90 feet, with a two-lane connection between 14th Avenue and Thurman Street. The cost of the new road work is estimated at $55,000, including right-of-way.

The moving of the pier location from Station 341+[illegible] to a point 40 feet nearer the river is entirely feasible and we have approval both by the City of Portland and by the Union Pacific Railroad. To get maximum advantage from shifting this pier, you probably would want to move the pier shown at Station 345+50 about 20 feet southerly so that the two approach spans would be equal in length. This would involve removing the easterly end of the house track at ± Station 345+63. I have discussed this with the railroad and they will probably object as they have some plans for extending the track to serve other property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer
(Retired)

cc Forrest Cooper
I. D. Merchant
Fred Klaboe

GSP:bbc

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
165 BROADWAY, NEW YORK 6, N. Y.
TELEPHONE BEEKMAN 3-6300

MAURICE N. QUADE
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WILLIAM H. BRUCE, JR.
JOHN E. EVERSON

CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD
ROBERT H. MEADE

December 13,1963

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10 Oregon.

Re: F.A.P.I-405-8(1) 301
Fremont Bridge over Willamette
River, Portland, Oregon.

Dear Mr. Porter:

We are enclosing three prints each of two sketches showing a proposal to relocate the two end piers of the truss spans on the Fremont Bridge.

On the southwest side we propose to move the pier shown on the Highway Department's Drawing 18934 at Sta. 368+50 a distance of 77.5 feet towards the river, with a re-arrangement of the intersection of 14th Avenue and Thurman Street, as shown on the sketch. The paved crossing over the tracks between this intersection and Front Avenue would be moved to the north, also as shown on this sketch. Other than the relocations shown, the traffic movements are the same as they are at present and stop signs would be at the same relative locations in the intersection.

Observation of the traffic movement at this intersection during a rush hour period indicated that this proposed re-arrangement is quite feasible, and it is our opinion that this would meet with the approval of the City of Portland.

At the other end we propose to move the pier shown on your drawing at Sta. 341+80 approximately 40 feet towards the river. The entrances and exits of the parking area to the north could be arranged shown on the enclosed sketch, or they could be somewhat simplified

BOSTON TRENTON PITTSBURGH BATON ROUGE SAN FRANCISCO HAMILTON, ONTARIO

if desired. In fact, it would probably be possible to leave the small building in the corner of the parking lot and simply leave an entrance between the corner of the building and the pier in its new location. However, a portion of the building might have to be removed during the construction of the pier base. The pier shaft has been so located that the clearance between it and the nearest railroad track is 18 feet minimum. This requirement seems to us to be a little excessive, but we understand that is what the railroads will require.

In most of the layouts that we have thus far considered it appears quite advantageous to move these two end piers towards the river, as shown on the enclosed sketches. It would be appreciated if you would review these and if you so desire, submit them to the City of Portland for their comments. I believe that we explained to you during our visit in Portland last month the basic reasons why it is advantageous to shift these piers.

Yours very truly,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. N. Quade

MNQ:Y
w/encls.

RECEIVED
DEC 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-2(58)112 Winchester & Booth Ranch 1968
& I-5-3(79)131 Truck Scale Sites on Pac.
#7125 Hwy. (Signing)

RECEIVED
MAR 10 1971
FOR FILING
711

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 5, 1971

SUBJECT: Contract Time Liquidated
Damages 1970

To:

MEMO TO THE FILES

We have summarized the contract time liquidated damages and time extensions for 1970 in the same manner that we have done the past three years. This now gives us a four-year comparison which is attached.

We found that three large contracts (all bridge projects) tend to distort the money amounts shown for 1970. These three projects (Bonneville-Hood River County Line, Vista Ridge Westbound Tunnel and Fremont Bridge Piers) account for 48 percent of the liquidated damages money amount for the year and most of this was waived by time extension on the three projects. We have therefore prepared an alternate summary excluding these three projects. This data does not indicate any new trends.

A slightly smaller percentage of the projects went into liquidated damages - slightly less than half. Of these, some relief was granted in about four-fifths of them, with complete extension on about two-thirds of the requests.

The use of calendar workdays (3 month winter dormant period) on the grading and surfacing type projects keeps fewer days involved in damages. As more of our projects are completed under the 1970 specifications, even less time should appear as liquidated damages because ordered stop work time is excluded from all constructions without the necessity for formal extension of time.

JB

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc A. E. Johnson
F. B. Klaboe

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

CONTRACT TIME LIQUIDATED DAMAGES SUMMARY
PROJECTS ACCEPTED DURING 1967-1970

	1970 *	1969	1968	1967 (3)
Total Projects Accepted	119	109	126	200
Total Contract Amounts	$44,373,572	$46,355,139	$45,334,947	$81,534,424
Total Projects Overrun	57	62	73	100
Percent of Projects Overrun	47.9%	55.4%	58%	49.5%
Total Liquidated Damages (1)	$ 491,670	$ 411,675	$ 531,395	$ 1,079,690
Liquidated Damages Waived	$ 432,510 (88%)	$ 320,090 (78%)	$ 436,335 (82%)	$ 927,295 (86%)
Liquidated Damages Assessed	$ 59,160 (12%)	$ 91,585 (22%)	$ 95,060 (18%)	$ 152,395 (14%
Later Adjustments		(- 2,300)	(-13,950)	(- 2,700)
Total Number of Overruns (2)	60	64	76	106
Time Extensions Granted	50 (83%)	43 (67%)	59 (78%)	89 (84%)
Full Time Extensions	33 (66%)	29 (67%)	40 (68%)	53 (60%)
Partial Time Extensions	17 (34%)	14 (33%)	19 (32%)	36 (40%)
Total Days Overrun	2,937	2,926	4,135	7,802
Total Time Extension Days	2,336 (80%)	2,125 = 73%	3,141 = 76%	6,624 = 85%
Later Adjustments		(+ 23)	(+ 321)	(+ 27)

(1) Includes "stop work" time on specified date projects.

(2) Total number of overruns exceeds Total Projects Overrun because of more than one completion time on some projects.

(3) Contracts 6268 and 6467 (Astoria Bridge) excluded from the 1967 figures.

* See Alternate 1970 comparison omitting three large projects.

CONTRACT TIME LIQUIDATED DAMAGES
ALTERNATE 1970 COMPARISON

	1970	1970 Less A, B & C *
Total Projects Accepted	119	116
Total Contract Amounts	$44,373,572	$32,289,379
Total Projects Overrun	57	54
Percent of Projects Overrun	47.9%	46.5%
Total Liquidated Damages	$ 491,670	$ 254,770
Liquidated Damages Waived	$432,510 (88%)	$200,710 (79%)
Liquidated Damages Assessed	59,160 (12%)	54,060 (21%)
Total Number of Overruns	60	56
Time Extensions Granted	50 (83%)	46 (82%)
Full Time Extensions	33 (66%)	30 (65%)
Partial Time Extensions	17 (34%)	16 (35%)
Total Days Overrun	2,937	2,362
Total Time Extension Days	2,336 = 80%	1,782 = 75%

* Contr. No.	Section	Spec. Comp.	Penalty	Over-runs	Assessed Liquidated Damages	Time Ext. Appr. (Days)	Liq. Dam. Ded. from Contractor
A 6976	Bonneville-Hood River Co. Line	800 CD	$ 300	170	$ 51,000	170	
B 7122	Vista Ridge West-bound Tunnel	a) 11-15-68	500	83	41,500	83	
		b) 6-15-70	1,000	70	70,000	70	
C 7125	Fremont Bridge	425 CD	300	248	74,400	231	$5,100
	Totals (3 projects)			4	$236,900	554	$5,100

STATE COPY

Monthly transaction number 9-1	M PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
Modification number 1	(PPM 21-7) 8-27-69	Project number I-5-2(58)112

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 9, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,422	$ 15,896
Federal funds	$ 13,300.00	$ 14,392.24
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27th day of August, 19 69.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

By L.R. Backlund
(Division Engineer)

For: R. E. Simpson

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 4-42	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) [illegible]	COUNTY Douglas PROJECT NO. I-5-2(58)112

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Booth Ranch Truck Scale Site on the Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-14-68	0.00
OTHER (Specify)		

FUNDS Pro Rata 92 26

ESTIMATED TOTAL COST OF PROJECT $ 14,422	FEDERAL FUNDS $ 13,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer April 9, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26864-P66

STATE COPY

Monthly transaction number 9-2	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
Modification number 1	(PPM 21-7) 8-27-69	Project number I-5-3(79)131

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 9, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,562	$ 16,018
Federal funds	$ 13,400.00	$ 14,515.91
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27th day of August, 19 69.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By Backlund
(Division Engineer)
For: R. E. Simpson

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

US COMM-DC 26364-P65

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 4-72	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY D uglas
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-9-68	PROJECT NO. I-5-3 9)131

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Winchester Truck Scale Site on the Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-14-68	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,562	$ 13,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Fos Klaboe

Asst. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By R E Simpson
(Division Engineer)

~~xxxxxxxxxxxxxxxxxxxxxxxx~~

Date executed by Division Engineer April 9, 1968

Oregon State Highway Dep tment

Federal-Aid
roject No. I-5-3(79)131

WINCHESTER TRUCK SCALE SITE ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project agreement estimate.

Salem, Oregon, March 27, 1968

Type Code Y002
Signing (Sta. 2079+20 to Sta. 2245+00)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 250.00
Sign Support Footings	All Required (50%)		450.00
Breakaway Sign Posts	All Required (50%)		1,500.00
Painted Wood Sign Posts	All Required (50%)		100.00
Truck Weigh Station Signs	All Required (50%)		10,000.00
Type "A" & "B" Signs in Place	106 sq.ft.	$7.50	795.00
Type "D" Signs in Place	36 sq.ft.	4.00	144.00
			$13,239.00
		10% Engr. & Cont.	1,323.00
		Total	$14,562.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Federal Funds -	$13,400.00
State Funds -	1,162.00
Total -	$14,562.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
FEB 28 1969
FOR FILING

I-5-2(58)112
7125

February 28, 1969

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7125 awarded to Leam-Irving and Company for signing the Winchester and Booth Ranch Truck Scale Sites on the Pacific Highway in Douglas County was completed on November 27, 1968, and accepted by the Highway Commission on February 27, 1969.

Final payment in the amount of $2,424.98 will be released to the contractor after March 7, 1969. The total contract amount is $28,484.86 including $1,107.05 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Leam-Irving & Company
135 East Hereford Street
Gladstone, Oregon 97027

Ralph W. Fullerton Company
901 S. E. Oak
Portland, Oregon 97214

C. T. Keasey
Frank Morgan
C. H. Maison
Attn: John Herr

FEB 28 1969

I-5-2(58)112

7125

February 27, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed November 27, 1968, on Contract No. 7125. The contract was with Leen-Irving & Company and was for signing of the Winchester and Booth Ranch Truck Scale Sites Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 27, 1969, and that you concur in this procedure at the Commission meeting on March 11.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Keasey

RECEIVED
JAN 9 1969
FO

RECEIVED
JAN 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-2(58)112
7125

December 24, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7125
Prefix 610-1025
FAP I-5-2(58)112
I-5-3(79)131

Dear Sir:

All work under Contract No. 7125, Winchester and Booth Ranch Truck Scale Sites Section of the Pacific Highway in Douglas County, was completed on November 27, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date January 6, 1969
Conditions noted on above date:

This project satsfactorily completed and final inspection made December 16, 1968.

R. E. Simpson
Division Engineer

VG:fw
bc: Forrest Cooper
F. D. Morgan

I-5-2(58)112
7125

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Winchester & Booth Ranch Truck Scales

WEEK ENDING: Nov. 30, 1968

SECTION PREFIX: 610-1025

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Winchester & Booth Ranch Truck Scales

KIND OF WORK: Signing

CONTRACTOR: Lamm - Irving & Company

CONTRACT NUMBER: 7125

FEDERAL AID PROJECT NUMBER: I-5-3(79)151 & I-5-2(58)112

DATE OF CONTRACT: March 12, 1968

DATE WORK STARTED: May 14, 1968

ESTIMATED COMPLETION DATE: Nov. 27, 1968

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 2
SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 119

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99.2

PROJECT AUTHORIZATION: $ 30,171.32

EXCLUSIVE OF ENGINEERING: $ 27,536.27

ENGINEERING AUTHORIZATION: $ 2,635.05

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 28,377.81

ENGINEERING COST TO DATE: $ 2,813.94

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: Nov. 27, 1968

ESTIMATED PERCENT OVERRUN [redacted] 3.1 %

PERCENT OF AUTHORIZATION 107 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-3/4 ton Van

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Rain	0		Stop Work Order in effect
MONDAY 25	Cloudy	1		Stop Work Order rescinded
TUESDAY 26	Cloudy	1		
WEDNESDAY 27	Ptly. Cloudy	1		
THURSDAY				
FRIDAY				
SATURDAY				

Morgan
Bond
Walker
Boehme
Johnsen
Pease

RECEIVED
DEC 2 1968
CONSTRUCTION
DIVISION
GLN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No Activity
MONDAY 25	Installed service conduit, meter bases and direct burial cable both sites.
TUESDAY 26	Installed breaker boxes, ground rods, etc. both sites.
WEDNESDAY 27	Making electrical sign hook up both sites.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job complete pending checking of electrical signs when power company makes power connection, and final inspection is made.

FINAL WEEKLY REPORT.

Semi-final will be made by Jan. 8, 1969.

SIGNED Edward L. Harris LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
NOV 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COP.

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G1-P
G2-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Dist. Engineer

Project Name Winchester & Booth Ranch Truck Scale Sites
Date October 28, 1968
Highway Pacific
Contract No. 7125
County Douglas
Prefix 610-1025
Contractor Laam - Irving & Company
F. A. Project No. I-5-2(58)112 I-5-3(79)131
Address 135 E. Hereford St., Gladstone, Oregon 97027
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Revise power supply for truck weigh station signs as per furnished drawings.

Location by station numbers:

2232+25 and 3261+50

NOTED
F. B. [illegible]

Estimate of quantities and cost:

Equipment Rental	$ 100
Material	300
Labor	600
	$1,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Typical scale house electrical service panel inadequate to handle the increased load. Separate power sources required for truck weigh station signs.

BPR, Wallace Bryant, notified 8-2-68

Anticipated starting date 10-29-68

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 30,171.32
Present estimate of project cost, including $ 1,000 for work under this order	$ 31,209.87
Expected XXXXXXXX over-run amount	$ 1,038.55
Expected XXXXXXXX over-run per cent	3.5

Space to right of this line is for use of Salem Office

Submitted by: /s/ Howard R. Harris
Resident Engineer

Approval Recommended: Alfred A. Rear
for XXXXXXXXXXXXXXX
Bridge Engineer

Approval Recommended: /s/ John Quiner II

Approved: /s/ F. D. Morgan 11-13-68

RECEIVED
MAR 26 1968
FOR FILING

I-5-2(58)112
1155

Form FH-121 (4-67)

UNITED STATES GOVERNMENT
Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 20, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(58)112 and I-5-3(79)131
Winchester and Booth Ranch Truck Scale Sites
Signing

As requested in Mr. Young's letter of March 12, 1968 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 8, 1968 in the award of contract No. 7125 to Laam, Irving and Company, of Gladstone, Oregon, low bidder in the amount of $26,350.50 at the March 7, 1968 bid opening.

NOTED
F. B. KLABOE

3-25-68
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

RECEIVED
MAR 25 1968
OFFICE OF

RECEIVED
MAR 15

FOR FILE
I-5-2(50)112

7125

March 14, 1968

Mr. R. R. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. G. R. Brooks

Re: Traffic Sign Installations
Truck Scale Sites

Your File: 08-28.1

Dear Sir:

I have your letter of March 12 concerning traffic sign installations at weigh stations on Projects No. I-5-3(79)131, I-5-2(50)112, I-80N-2(46)38, I-80N-6(34)256, I-80N-7(24)307, and I-80N-8(17)353.

The corrections noted in the third paragraph of your letter will be made.

With respect to the fourth and fifth paragraphs, we have ceased use of the sign wherein the upper portion ("WEIGH STATION") was not illuminated and the lower part ("CLOSED" or "OPEN") was illuminated, because of complaints from the public and from the safety committee of the Oregon Truckers. Truck drivers reported several close calls wherein a driver of a vehicle, upon approaching the sign during darkness and observing the words "CLOSED" in lights, applies his brakes causing concern and near misses of following traffic.

We believe it necessary and appropriate to give equal lighting to the legend "WEIGH STATION" so that the motorist will be immediately informed of what is open or closed.

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
F. B. Crandall (enc.)
G. W. Ross (enc.)
L. H. Young (enc.)

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

Edwards

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 12, 1968

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

By:
G. R. Brooks
Assistant Division Engineer

SUBJECT: Oregon Projects I-5-3(79)131 - Traffic Sign Installation
I-5-2(58)112
I-80N-2(40)48
I-80N-6(34)258
I-80N-7(24)307
I-80N-8(17)353

We have received program data sheets for our approval of projects I-80N-2(40)258, I-80N-6(34)258, I-80N-7(24)307 and I-80N-8(17)353. These projects call for the installation of traffic signs at truck scale sites along Interstate 80N. We concurred in award of projects I-5-3(79)131 and I-5-2(58)112 on March 8, 1968. These projects also call for traffic signing at truck scale sites.

A thorough review of the plans of projects I-5-3(79)131 and I-5-2(58)112 reveals several items that are not in accord with Interpretation Memorandum #61-30, Weigh Station Signing.

We note that sign #4 on S-367 and sign #10 on S-368 indicate 8" letter size. Interpretation Memorandum 61-30 calls for a 10" letter size for this sign.

Sign #3 on S-367 and sign #11 on S-368 refer to drawings S-18 and S-18A for details. S-18 and S-18A indicate that all copy on these signs will be interior illuminated and that a slash arrow be used. Letter sizes do not conform to those set forth in the aforementioned Memorandum 61-30. Memorandum 61-30 also calls for the use of copy indicating "Right Lane" instead of the slash arrow. A supplemental panel should be added to the bottom part of this sign indicating "Open" or "Closed".

This office finds it difficult to justify the added cost of a completely illuminated sign when the "Open" or "Closed" portion of that sign is the only part that would be different from any other sign along our freeways.

We are approving by separate action the program submitted on the condition that the subsequent projects conform to the requirements of Interpretation Memorandum 61-30, dated June 11, 1965.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
MAR 13 1968
FOR FILING

I-5-2(58)112

7125

March 12, 1968

Lamm-Irving & Company
135 East Hereford Street
Gladstone, Oregon 97027

Gentlemen:

Enclosed are three copies of Contract No. 7125 for $26,350.50 awarded to you by the State Highway Commission today. This contract is for signing on the Winchester and Booth Ranch Truck Scale Sites on the Pacific Highway in Douglas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 23, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
C. T. Keasey
Resident Engineer

RECEIVED
FEB 20 1968

Form [illegible] (4-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-2(58)112
7625

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 14, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Div Engr, by E. J. Valach, Dist Engr
Salem, Oregon

E J Valach

SUBJECT: Oregon Project I-5-2(58)112
Booth Ranch Truck Scale
Signing

PS&E Documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. Mr. Young's February 13, 1968 request and certifying statements are accepted. A signed copy of the Title Sheet is returned herewith.

Right of Way and Utilities: Our authorization is with the understanding that all necessary rights of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's February 1 and February 5, 1968 reports.

REFERRED TO
Young w/enc.
By Asst. State Hwy. Engr.
2-28-68

RECEIVED
FEB 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 14 1968
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 6, 1968

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-5-2(

FROM : R. W. Parsons, Division Engineer
Salem, Oregon

7-1

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's January 23, 1968 letter submitted two items for inclusion in the subject program. These two Stage 2 Construction Phase projects are approved effective today:

Item	Project	Location	Work
521	I-5-2(58)112	Booth Ranch Truck Scale Site	Traffic signs
522	I-5-3(79)131	Winchester Truck Scale Site	Traffic signs

Your P.S. & E. shall be reviewed in accordance with PPM 50-8 on Truck Weighing Stations.

This action provides for traffic signs on two truck scale sites at a total estimated cost of $28,000 of which $25,600 is reserved as Federal-aid Interstate funds.

2-8-68
REFERRED TO
Young
STATE HWY. ENGR.

RECEIVED
FEB - 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
[illegible] PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE-CHAIRMAN
JO[illegible]CH[illegible], WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, ORECON CITY

RECEIVED
FEB 2 - 1968
FOR FILING

I-5-2(5-F) 112

7125

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

January 31, 1968

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 1 1968
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of January 23, 1968, which enclosed plan title sheets for the following projects.

Rufus Interchange Section, Columbia River Highway, Sherman County

Winchester and Booth Ranch Truck Scale Site, Pacific Highway, Douglas County

Neither of the above projects will have any effect on wildlife resources and the plans are approved.

We appreciate the opportunity to comment on this work.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/ln
cc: Director, OFC
2-1-68 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
C. T. Keasey (2)
J. F. Putnam (2)
fw

[illegible]IVED
[illegible] - 1 1968
[illegible] OF
[illegible] ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROG
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (*45 typewriter spaces*) I-5 2.7 mi. N. of Myrtle Creek 21 65	**ADT**	PRESENT 8,800	FUTURE 15,100 (66) (70)	YEAR 88 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (*35 typewriter spaces*) Traffic Sign Installation 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL - AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (*Full description*)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 2.7 mi. N. of Myrtle Creek			
5					**ROW**		(Booth Ranch Truck Scale Site) #7105			
5					**CONST** (CODE) Y002			0.0	14,000	12,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	14,000	12,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

The project consists of installation of advance sign, illuminated "Truck Scale Open/Closed" sign, exit speed sign and entrance merging traffic sign.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	**ADT**	8,800	15,100 (66) (70)	88 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	521 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	- (70)	(71)	(72) (73)	(74) (75)	I- 14 23	5-2(58) 7 13	112 (24) (26)	27

COUNTY NAME	CODE
Douglas	019 (14) (16)

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5 (32)	(36)	(37) I-5 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Installation of Traffic Signs for Booth Ranch Truck Scale Site.
					ROW - 300' Normal; Access Control - Full; Parking Restrictions - Complete.
0.0	14,000	12,800	1,200		
0.0	14,000	12,800	1,200		
	(16) (23)	(24) (33)			

REMARKS
Additional Data: - Item 144,
Project I-5-2(21)112

t consists of installation of advanc
minated "Truck Scale Open/Closed" sign,
 sign and entrance merging traffic sign.

USCOMM DUSCOMM-DC 48905-P61

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	**FEDERAL-AID PROG** (PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5 4.5 mi. N. of Roseburg 21 65	**ADT**	PRESENT 10,200	FUTURE 18,900 (66) (70)	YEAR 88 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Traffic Sign Installation 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 4.5 mi. N. of Roseburg 7125			
5					**ROW**		(Winchester Truck Scale Site)			
5					**CONST** (CODE) Y-002			0.0	14,000	12,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	14,000	12,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

The project consists of installatio of advance sign, illuminated "Truck Scale Open/Closed" sign, exit speed sign and entrance merging traffic sign.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 10,200	FUTURE 18,900 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 522 (14) (18)

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) I 14 23	NUMBER 5-3(79) 7	SEQ. NO. 13	I Projects Only POST MI. 131 (24) (26)	DESIG. 27

COUNTY NAME Douglas CODE 019 (14) (16)

ROUTE NO. I FEDERAL-AID I-5 (32) STATE (36) (37) U.S. I-5 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Installation of Traffic Signs for Winchester Truck Scale Site.
0.0	14,000	12,800	1,200		ROW - 300' Normal; Access Control - Full; Parking Restrictions - Complete
0.0	14,000	12,800	1,200		
	(16) (23)	(24) (33)			

consists of installation of advance
minated "Truck Scale Open/Closed" sign,
sign and entrance merging traffic sign.

REMARKS

Additional Data: - Items 327 and 450, Projects I-5-3(56)130 and I-5-3(74)131.

USCOMM DUSCOMM-DC 48908-P61

I-80N-3(54) Rufus Interch. Sec., of the 1968
108 Col. River Hwy., E. of The
#7126 Dalles. (Rdside improve.)

RECEIVED
DEC 11 1968
FOR FILING

I-80N-3(54)104
7126

December 11, 1968

U. S. Fidelity and Guaranty Company
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7126 awarded to All-City Tree and Landscape Service for roadside improvement on the Rufus Interchange Section of the Columbia River Highway in Sherman County was completed on May 22, 1968, and accepted by the Highway Commission on December 10, 1968.

Final payment in the amount of $1,420.52 will be released to the contractor after December 18, 1968. The total contract amount is $15,131.08 including $27.23 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc All-City Tree and Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

J. F. Putnam
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
DEC 11 1968

[illegible] FILE

I-80N-3(54)138

7126

December 10, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed May 22, 1968, on Contract No. 7126. The contract was with All-City Tree and Landscape Service and was for roadside improvement on the Rufus Interchange Section of the Columbia River Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 10, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

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NOV 2 1968
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-3(54)108
7126

November 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7126
Prefix 628-1051
FAP I-80N-3(54)108

Dear Sir:

The replacement planting work under Contract No. 7126, Rufus Interchange Section of the Columbia River Highway in Sherman County, was completed November 7, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F.B. KLABOE

By

F D Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 11-21-68

Conditions noted on above date:

NONE

for G R Brooks
R. E. Simpson
Division Engineer

VG:fw
bc: Forrest Cooper
F. D. Morgan

RECEIVED
NOV 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-3(54)108
7126

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rufus Interchange		WEEK ENDING: November 9, 1968
		SECTION PREFIX: 628-1051
HIGHWAY: Columbia River		COUNTY: Sherman
NAME OF JOB: Rufus Interchange Section	KIND OF WORK: Roadside Improvement	
CONTRACTOR: All-City Tree & Landscape Service	CONTRACT NUMBER: 7126	FEDERAL AID PROJECT NUMBER: I-80N-3(54)108
DATE OF CONTRACT: March 12, 1968	DATE WORK STARTED: March 28, 1968	ESTIMATED COMPLETION DATE: May 22, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS: N/A SPECIFIED CALENDAR DAYS: N/A	WORK DAYS USED: N/A CALENDAR DAYS USED: N/A
	SPECIFIED COMPLETION DATE: June 30, 1968	PERCENT OF TIME ELAPSED: 65%
PROJECT AUTHORIZATION: $ 19,161.28		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
EXCLUSIVE OF ENGINEERING: $ 17,487.81	ENGINEERING AUTHORIZATION: $ 1,673.47	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,924.05	ENGINEERING COST TO DATE: $ 2,818.77	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%
ESTIMATED PERCENT: UNDERRUN 8.9 %	PERCENT OF AUTHORIZATION: 168.4 %	DATE PROJECT WAS COMPLETED: May 22, 1968

Including Engineering: UNDERRUN 1.36%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Planting	Irrigation
		100%				100%	100%

	GRADING	Planting	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Irrigation
MILES IN PROJECT	0.24	0.24			0.24
MILES PARTIALLY COMPLETED	0.24	0.24			0.24
MILES COMPLETED	0.24	0.24			0.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,271 cy	1,060 units			$7,544.25
TOTAL QUANTITIES CORRECTED TO DATE	1,090 cy	961 units			$7,328.65
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,090 cy	961 units			$7,328.65
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

1 Pickup.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Sunny	-		Project completed. Specified Completion Date of June 30, 1968.
MONDAY	Cloudy			
TUESDAY	P. Cloudy			Holiday.
WEDNESDAY	Cloudy - Rain			
THURSDAY	Cloudy - Rain			
FRIDAY	Cloudy - Rain			
SATURDAY	Cloudy - Rain			

Routing
Bond
Walker
Swan
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
CONSTRUCTION DIVISION
BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work on this project until Thursday.
TUESDAY	
WEDNESDAY	
THURSDAY	Contractor returned to the project to replace 10 Japanese (Multa Flora) Roses, 4 Poplar Trees, and 31 Sumac shrubs. This completes the replanting of those plants that had died during the Establishment Period.
FRIDAY	No work.
SATURDAY	

REMARKS

The project has been completed. The Establishment Period ended on October 15, 1968, however, because the nursery would not supply some roses, poplar trees, and sumac, the contractor was not able to complete the replacement of dead plants until November 7, 1968. All work on the project is now completed and well done.

The Semi-Final Estimate for this project was submitted on September 6, 1968, and the Post Semi-Final Estimate was submitted to the Division Office on November 8, 1968.

Mr. O. B. Jackmond, Asst. Div. Eng'r., was in the office on Thursday of this week.

This will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED J S Sawyer LOCATION P. O. Box 420,
The Dalles, Oregon

J. S. Sawyer, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 4-44	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 4-1-68	COUNTY Sherman PROJECT NO. I-80N-3(54)108

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rufus Interchange Section on the Columbia River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-14-68	0.00
OTHER *(Specify)*		

FUNDS

Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 18,408	$ 16,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F. Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer April 9, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26864-P66

Federal-Aid
Project No. I-80N-3(54)108

Oregon State Highway Department

RUFUS INTERCHANGE SECTION ON THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

Project agreement estimate.

Salem, Oregon, March 26, 1968

Type Code Y003
Roadside Improvement (Sta. 127+50 to Sta. 140+00)(Contract No. 7126)

Temporary Protection and Direction of Traffic	All Required		$ 250.00
Furnishing and Placing Topsoil	1,250 cu.yd.	$ 2.75	3,437.50
Furnishing and Planting Trees	60 only	13.00	780.00
Furnishing and Planting Shrubs	700 only	4.00	2,800.00
Furnishing and Planting Japanese Rose	300 only	1.50	450.00
Inorganic Fertilizer, 10-16-8	6 cwt.	9.00	54.00
Manure Fertilizer	21 cu.yd.	9.00	189.00
Bark Mulch	24 unit	40.00	960.00
1/2-inch Water Pipe	900 lin.ft.	0.40	360.00
3/4-inch Water Pipe	680 lin.ft.	0.45	306.00
1-inch Water Pipe	460 lin.ft.	0.60	276.00
1 1/4-inch Water Pipe	340 lin.ft.	0.70	238.00
1 1/2-inch Water Pipe	220 lin.ft.	0.75	165.00
2-inch Water Pipe	360 lin.ft.	1.00	360.00
2 1/2-inch Water Pipe	370 lin.ft.	1.10	407.00
3-inch Water Pipe	630 lin.ft.	1.75	1,102.50
1/2-inch Steel Water Pipe	500 lin.ft.	0.60	300.00
3/4-inch Steel Water Pipe	20 lin.ft.	0.80	16.00
2-inch Steel Water Pipe	15 lin.ft.	2.25	33.75
3-inch Steel Water Pipe	220 lin.ft.	5.00	1,100.00
2 1/2-inch Gate Valve	1 only	50.00	50.00
1 1/4-inch Automatic Section Valve	4 only	50.00	200.00
1 1/2-inch Automatic Section Valve	6 only	52.00	312.00
2-inch Automatic Section Valve	1 only	60.00	60.00
3/4-inch Quick-Coupling Hose Valves	6 only	8.00	48.00
1/2-inch Manual Drain Valves	15 only	8.00	120.00
2-inch Vacuum Breaker Valve	1 only	175.00	175.00
Shrubbery Sprinkler Heads	180 only	1.75	315.00
11-Section Automatic Controller	1 only	650.00	650.00
1 1/2-inch Electrical Conduit	100 lin.ft.	4.50	450.00
			$15,964.75
Flagging (60% of Contractor's Cost)	All Required		$ 50.00
Irrigation Water	All Required		220.00
2-inch Water Meter	All Required		500.00
			$ 770.00
	Subtotal		$16,734.75
	10% Engr. & Cont.		1,673.25
	Total		$18,408.00

Length of Project - - - 0.00 Mile

Federal Funds -	$16,900.00
State Funds -	1,508.00
Total	$18,408.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

MAR 26 1968
FOR FILING

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-3(54)108 Klaboe

7126

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 20, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(54)108
Rufus Interchange Section
Roadside Improvement

As requested in Mr. Young's letter of March 12, 1968 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of March 8, 1968 in the award of contract No. 7126 to All-City Tree and Landscape Service, of Portland, Oregon, low bidder in the amount of $15,964.75 at the March 7, 1968 bid opening.

NOTED
F. B. KLABOE

3-25-68
REFERRED TO
Young
By Asst. State Hwy. Engr

RECEIVED
MAR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
MAR 13 1968
FOR FILING

I-80N-3(54)108
7126

March 12, 1968

All-City Tree & Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

Enclosed are three copies of Contract No. 7126 for $15,964.75 awarded to you by the State Highway Commission today. This contract is for roadside improvement on the Rufus Interchange Section of the Columbia River Highway in Sherman County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
J. S. Sawyer
Mark Astrup

UNITED STATES GOVERNMENT

Memorandum

I-80N-3(54)108

7126

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 14, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

G R Brooks

FROM : A. W. Parsons, Div Engr, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(54)108
Rufus Interchange Section
Roadside Improvement

PS&E Documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. Mr. Young's February 13, 1968 request and certifying statements are accepted. A signed copy of the Title Sheet is returned herewith.

Other Agency Approval: Information on special measures by State Conservation Agencies has not been received, nor has nonconcurrence by other appropriate public recreational or historical resources authorities. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Right of Way and Utilities: Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments as indicated in Mr. Oakes' and Mr. Litchfield's February 1 and February 5, 1968 reports.

After award concurrence, you are authorized to proceed with contractor's flagging in amount of $50.00 and the installation of 2-inch water meter with water in amount of $720.00 included in your estimate of January 31, 1968.

F. B. KLABOE

REFERRED TO
Young
By Asst. State Hwy. Engr.
w/enc.
2-28-68

RECEIVED
FEB 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon, 97301

I-80N-3(54)108

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 6, 1968

In reply refer to: 08-35.EC/710.11

712 A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's January 23, 1968 letter requested the inclusion of two items in the subject program. These Stage 2 construction phase projects are approved effective today:

Item	Project	Location	Work
523	I-80N-7(23)328	Nelson Point	Railroad Shoofly
524	I-80N-3(54)108	Rufus Interchange Section	Landscape

You are authorized to proceed with railroad preparatory work on Item 523, I-80N-7(23)328, Nelson Point Section.

This action provides for two projects on the Federal-aid Interstate System at a total estimated cost of $215,000 of which $197,000 is reserved as Federal-aid Interstate funds.

2-8-68
REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
COMMISSIONERS
WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

I-81N-3(51) 1c

7126

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

January 31, 1968

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 1 1968
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of January 23, 1968, which enclosed plan title sheets for the following projects.

Rufus Interchange Section, Columbia River Highway, Sherman County

Winchester and Booth Ranch Truck Scale Site, Pacific Highway, Douglas County

Neither of the above projects will have any effect on wildlife resources and the plans are approved.

We appreciate the opportunity to comment on this work.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/ln
cc: Director, OFC
2-1-68 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
C. T. Keasey (2)
J. F. Putnam (2)
fw

RECEIVED
FEB - 1 1968

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL - AID PRO

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N Rufus Interchange 21 65	**ADT**	PRESENT 4,350	FUTURE 10,150 (66) (70)	YEAR 88 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL - AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (55)	(59) (66)	(67) (76)
5					**PE**		I-80N Rufus Interchange			
5					**ROW**		(Rufus Interchange Section) Y 1126			
5		N		3	**CONST** (CODE) Y-003			0.00	25,000	23,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	25,000	23,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

For PR-1B, [illegible] R/W-[illegible], R/W-[illegible]

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 4,350	FUTURE 10,150 (66) (70)	YEAR 88 (71) (72)	REGION 03	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 524 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER SEQ. NO. 80-3(54) 7 13	I. Projects Only POST MI. 108 (24) (26) DESIG. N 27

COUNTY NAME Sherman — CODE 055 (14) (16)

ROUTE NO. I — FEDERAL-AID I-80N (32) — STATE (36) — U.S. (37) I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
nge						Planting trees and shrubs; placing topsoil; installation of automatic irrigation system.
	0.00	25,000	23,000	2,000		ROW - 300' normal; Access Control - Full; Parking Restrictions - Complete
	0.00	25,000	23,000	2,000		
		(16) (23)	(24) (33)			

REMARKS

Additional Data - Item 417, Project I-80N-3(47) [illegible].

For PR-[illegible]B, [illegible] R/W-[illegible], R/W-[illegible]

USCOMM DUSCOMM-DC 48905-P61

S-519(2) Maxfield Corner-Ward Rd. Sec. 1968
of FAS 209, N.W. of Corvallis
#7127 (Grad., Oil. & Struct.)

QA 3533

FAS 209
Benton Co

BENTON COUNTY ROAD DEPARTMENT
360 S. W. AVERY AVENUE
TELEPHONE 753-7345
CORVALLIS, OREGON 97330

July 21, 1971

H.S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Cox;

Re: Your letter July 20, 1971, core samples, Maxfield Corner-Ward Drive section.

You have our permission to take core samples of the roadway for tests. However, we would appreciate it if you would send us a copy of your results.

Thank you.

Very truly yours,

Howard G. Kraus

Howard G. Kraus, P.E.
County Engineer

HGK:ms

C.C. Clarence Gregg

RECEIVED
COUNTY & CITY SECTION
JUL 23 1971
☑ ENGR. ☑ C. ENGR. ☑ [illegible] ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

☑ [illegible] ☑ [illegible] ☐ CE ☑ AE ☑ [illegible]
☑ UPE ☐ GE ☑ RE ☑ RPE ☐

July 20, 1971

Mr. Howard Kraus
Benton County Engineer
360 S.W. Avery
Corvallis, Oregon 97330

Testing
Maxfield Corner-Ward Drive Section
FAS 209
Benton County

Dear Howard:

Our Soils Section would like to take some core samples of the roadway on this section to make some tests. Of course they will patch all places where they remove any material.

Your permission to remove these cores of the roadway is requested.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:lat

☑ ~~ENGR.~~ ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

MEMO TO FILES

September 22, 1970

Re: Testing
Maxfield Corner-Ward Drive Section
FAS 209
Benton County

Mr. Howard Kraus, Benton County Engineer, today by telephone granted the State Highway Division permission to take core samples and to make deflection tests on this section.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: Howard Kraus
Clarence Gregg

NOTED
H. S. COX

SALEM, OREGON
March 6, 1970

Maxfield Corner-Ward Drive Section
FAS 209
Benton County

Mr. Vern Skoog
Controller
BUILDING

Attention: Mr. John Herr

It is hereby requested that the charges, in the amount of $1,926.64 on Invoice No. 100999, be canceled. These charges are to be made up by transferring this amount from Benton County's FAS funds to State Highway funds.

This transfer is at the request of Benton County.

Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

cc: L. H. Young

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
DON HARWELL

BENTON COUNTY ROAD DEPARTMENT
360 S. W. AVERY AVENUE
TELEPHONE 752-4041
HOWARD G. KRAUS, P. E., COUNTY ENGINEER
CORVALLIS, OREGON 97330

March 4, 1970

Mr. H.S. Cox
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Subject: FAS 209 Invoice Billing 100999

Dear Mr. Cox:

We have reviewed the billing submitted to us in the amount of $1,926.64 for the additional construction costs associated with the Maxfield Corner-Ward Drive Section F.A.S. 209. It is the desire of Benton County to have monies in this amount transferred from our current F.A.S. Fund to cover this billing.

Thank you again for your advice and assistance.

Yours truly,

Howard G. Kraus

Howard G. Kraus, P.E.
County Engineer

Melvin S. Hawkins
Melvin S. Hawkins
Commissioner

Stanley A. Thompson
Stanley A. Thompson
Commissioner

W.M. Burkhart
W.M. Burkhart
Commissioner

Attachment:

HGK:ad

RECEIVED
MAR 5 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
H. S. COX

Benton County Board of Commissioners
Courthouse
Corvallis, Oregon 97330

January 20, 1970

Attention: Mr. Howard G. Kraus
Engineer

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on Maxfield Corner-Ward Drive Section, FAS 209.

In accordance with an agreement dated ~~March 14, 1967~~ 4-10-68, the amount of $1,926.64 is yet due the State. You will receive a billing in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

HR

By: Harold Reynoldson
Planning Engineer

HR:ljt
Enclosures

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
[illegible]

Noted
Oscar H. Norberg

NOTED
DON HARWELL

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 100999

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-19-70	CC 1207		502-1072-297

Benton County
Board of Commissioners
Courthouse
Corvallis, Oregon 97330

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Howard G. Kraus, Engineer			
Final Billing - Maxfield Corner-Ward Drive Section FAS 209. Covered by agreement dated March 14, 1967.			
County advance deposit		35,300.00	
Amount previously transferred		20,300.00	
			15,000.00
County share of construction costs		37,226.64	
Amount previously transferred		20,300.00	
			16,926.64
Balance Due			1,926.64

RECEIVED
SEP 26 1969
FOR FILING
S-517(3)
7127

August 25, 1969

#6

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, considered your request for an increase of 18 calendar workdays on Contract No. 7127 for work on the Maxfield Corner-Ward Road Section of FAS 209 in Benton County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

mj

cc F. D. Morgan
V. E. Skoog
R. D. Asburry
L. L. MacIntyre

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1969

SUBJECT: Extension of Time
Maxfield Corner-Ward Road Section
Benton County FAS 209
Contract No. 7127

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received a second request from Morse Bros., Inc., contractor on the subject contract, for an increase of 18 calendar workdays on this project. The contractor cites additional work added to the contract, re-grading slopes, a delay caused by lack of clearing stakes and a death in the family of one of the contractors as reasons for requesting an extension of time.

The contractor's original request did not cover these reasons. The first request was sent to you on April 14, 1969. We could not justify any extension of time then based on an alleged change in the character of material at a bridge footing or inclement weather. However, due to two changes made during the contract (a change from oil mat to A. C., and additional perforated pipe), 4 calendar workdays were granted by the Highway Commission at their April 22 meeting.

The contractor's current request for additional time in connection with perforated drain pipe done under extra work takes into account the 3 days granted by the Commission in April but requests 5 additional days. We believe the matter was adequately investigated on the first request and the time allowed was extremely liberal. The contractor had two men out of a crew of 12 working on perforated pipe. During this time other major contract work was in progress.

The contractor has claimed that the State set a slope stake in error which caused him a 1/2-day delay. Our records indicate that no stakes were incorrectly set and the only regrading and shaping which was required was caused by their misinterpretation of one stake and destruction of a second stake.

The contractor has listed insufficient clearing stakes as being a reason for a delay of 11 days. The Resident Engineer's records in this matter indicate that adequate stakes were maintained at all times and no requests were ever received from the contractor during the progress of the job indicating that he desired additional staking.

It is unfortunate that a death in the family of one of the contractors occurred during the life of the contract and it is true that the project was shut down for 1 day during the funeral. However, we cannot agree that this is a justifiable reason for a time extension.

The contract was completed October 25, 1968. The Commission approval of an extension of 4 calendar workdays left 40 days on which liquidated damages have been charged amounting to $4,000. We cannot recommend further increase in calendar workdays and recommend that the contractor's request be denied.

This is a Federal-aid Secondary project and does not require Bureau of Public Roads concurrence. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

DES:fw

Attach.

cc V. L. Gallagher

RECEIVED
AUG 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7127 Contractor Morse Bros., Inc.

Highway County Road FAS 209

Section Maxfield Corner-Ward Road

Kind of Work Grade - Oil - Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED~~XXGRANTED~~.** The reasons for such recommendation are as follows:

Additional time for extra work added to the contract was covered under previous request. Contract records do not indicate any lack of staking for regrading or clearing. Death in contractor's family is not a reason for a time extension.

Recommended for Approval:

R. D. Asburry
Division Engineer

for Construction Engineer ~~or Bridge Engineer~~

Assistant State Highway Engineer

[illegible]

Contract No. 7127
Project designation S-519(2) State-Federal
Date awarded May 14, 1968
Work started June 4, 1968
Per cent completed 100 10-25-68 Date
Calendar No. of/Workdays Allowed 114
Calendar No. of Workdays Used 154
Calendar No. of Added Workdays Requested 0

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 20, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar Days from 114 days to 132 days, within which to complete our Contract No. 7127, without the assessment of liquidated damages. The said contract is described as follows:

Maxfield Corner - Ward Road

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER

Respectfully submitted,

MORSE BROS., INC.
Contractor

By

CONSENT OF SURETY

Date ...., 19......

We, ...

...................., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7127 Contractor Morse Bros., Inc.

Highway County Road FAS 209

Section Maxfield Corner-Ward Road

Kind of Work Grade - Oil - Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED**~~XXGRANTED~~. The reasons for such recommendation are as follows:

Additional time for extra work added to the contract was covered under previous request. Contract records do not indicate any lack of staking for regrading or clearing. Death in contractor's family is not a reason for a time extension.

Recommended for Approval:

R. D. Asburry
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

F B Klaboe
Assistant State Highway Engineer

Contract No. 7127

Project designation S-519(2)
State-Federal

Date awarded May 14, 1968

Work started June 4, 1968

Per cent completed 100 10-25-68
Date

No. of Calendar Workdays Allowed 114

No. of Calendar Workdays Used 154

No. of Calendar Added Workdays Requested 0

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 20, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar Days from 114 days to 132 days, within which to complete our Contract No. 7127, without the assessment of liquidated damages. The said contract is described as follows:

Maxfield Corner - Ward Road

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER

Respectfully submitted,

MORSE BROS., INC.
Contractor

By R H Billings

CONSENT OF SURETY

Date ...., 19......

We, ...

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

HARRISBURG
P. O. BOX 205
PHONE 995-2336

LEBANON
O. BOX 7
P. NE 258-8141

CORVALLI
P. O. BOX
PHONE 752-3

SWEET HOME
2202 MAIN ST.
PHONE 367-6174

MORSE BROS., INC.

June 20, 1969

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
JUL 2[illegible] 1969
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

L. L. MacIntyre
Resident Engineer
3700 Philomath Road
Corvallis, Oregon 97330

Re: OSHD Contract #7127
Request for Time Extension

Dear Sir:

The attached request for additional calendar days for completion of the work on the above named project is based on the following information:

1. Increase in time to perform extra work on perforated pipe by L & R Const. Co.
   Excavating & laying pipe with full crew on August 7,8,9,10,12 & 13, 1968 = 6 days
   Back-filling pipe with 1/2 of normal crew on August 20, Sept. 7, 9 & 11, 1968 = 4 ÷ 2 days

   8 days
   Less days previously allowed 3 days

   5 days

2. Regrading & shaping slopes by L & R Const. due to error by State in setting slope stakes August 13, 1968 — 1/2 day

3. Sufficient clearing stakes were not set by State Crews until June 5th, 1968 and L & R Const. started clearing on June 5th.
   May 25th to June 4th — 11 days

4. Death in Family of one of the owners of L & R Const. the job was curtailed on day of funeral.
   July 31, 1968 — 1 day

Total additional Time requested 17 1/2 days.

Very truly yours,

MORSE BROS., INC.

R. H. Bellinger,
Office Manager

BB:ms

C

RECEIVED
AUG 11 1969

FOR FILING

S-519(2)

7127

August 8, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 6
August 19, 1969 meeting

Morse Bros., Inc., contractor on the Maxfield Corner-Ward Road Section of FAS 209 in Benton County, Contract No. 7127, requests an increase of 18 calendar workdays. The contractor cites work added to the contract, regrading slopes, lack of clearing stakes, and a death in the contractor's family as reasons for requesting an extension of time.

Your action on April 22, 1969, granted this contractor four additional calendar workdays based on work added to the contract involving perforated pipe and a change in the paving.

The work which was added to the contract was properly covered by the first extension and no additional time can be justified. We cannot confirm any deficiency in the engineer's staking. Ample layout of the project was in place at the time it was awarded and there were no errors in the staking. The death in a subcontractor's family is regrettable, but not a valid reason for an extension of time.

This contract was completed on October 23, 1968. I recommend that the contractor's request be denied. Liquidated damages amounting to $4,000 have been assessed against the contract for 40 days. This is a Federal-aid Secondary Project and does not require Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

JAB/DES:fw sr
cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
R. D. Asburry

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7127 Contractor Morse Bros., Inc.

Highway County Road FAS 209

Section Maxfield Corner-Ward Road

Kind of Work Grade - Oil - Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED**~~XXGRANTED~~. The reasons for such recommendation are as follows:

Additional time for extra work added to the contract was covered under previous request. Contract records do not indicate any lack of staking for regrading or clearing. Death in contractor's family is not a reason for a time extension.

Recommended for Approval:

R. D. Asburry
Division Engineer

for
Construction Engineer ~~or Bridge Engineer~~

Assistant State Highway Engineer

Contract No. 7127
Project designation S-519(2)
State-Federal
Date awarded May 14, 1968
Work started June 4, 1968
Per cent completed 100 10-25-68
Date
Calendar
No. of/Workdays Allowed 114
Calendar
No. of Workdays Used 154
Calendar
No. of Added Workdays Requested 0

[illegible]

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 20, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of Calendar Days ~~workdays~~ from 114 days to 132 days, within which to complete our Contract No. 7127, without the assessment of liquidated damages. The said contract is described as follows: Maxfield Corner - Ward Road

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER

Respectfully submitted,

MORSE BROS., INC.
Contractor

By

CONSENT OF SURETY

Date ...., 19.......

We, ...

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

RECEIVED
MAY 9 - 1969
FOR FILING

S-519(2)
7127

May 9, 1969

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $400 will be made to Morse Bros., Inc., on Contract No. 7127 for grading, oiling, and structures on the Maxfield Corner-Ward Road Section of FAS 209 in Benton County as soon as the warrant is prepared.

The total amount paid on this contract will be $146,687.09 including the post-final payment. Of the total $627.23 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

R. D. Asburry
V. E. Skoog
Attn: John Herr

C

RECEIVED
MAY 19 1969
FOR FILING
5-519(2)

7127

#2

April 24, 1969

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission at its meeting on April 22 considered your request for an extension of 44 calendar workdays on Contract No. 7127 for work on the Maxfield Corner-Ward Road Section of FAS 209 in Benton County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission increased the calendar workdays by four without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc R. D. Asburry
L. L. MacIntyre
F. D. Morgan
C. E. Nelson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7127 Contractor Morse Bros., Inc.

Highway County Road FAS 209

Section Maxfield Corner-Ward Road

Kind of Work Grade, Oil, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Changes made during the contract concerning the wearing surface and perforated drain pipe justifies an increase of 4 calendar workdays.

Recommended for Approval:

Gerald Wimer
Assistant Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No. 7127
Project designation S-519(2) State-Federal
Date awarded May 14, 1968
Work started June 4, 1968
Per cent completed 100 Date 10-25-68
No. of Calendar Workdays Allowed 110
No. of Calendar Workdays Used 154
No. of Added Calendar Workdays Requested 4

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 3-20, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar ~~workdays~~ from 110 days to 154 days, within which to complete our Contract No. 7127, without the assessment of liquidated damages. The said contract is described as follows:

Maxfield corner-Ward road

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached schedule

Respectfully submitted,

MORSE BROS., INC.
Contractor

By F. W. Morse

CONSENT OF SURETY

Date ...., 19......

We, ...

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1969

SUBJECT: Extension of Time
Maxfield Corner-Ward Road Section
Benton County Road FAS 209
Contract No. 7127

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Morse Bros., Inc., contractor on the subject contract, the attached request for an increase of 44 calendar workdays. The contractor's request is based on additional work occasioned by "solid rock conditions" in footing excavations for a bridge, and inclement weather.

The contractor's contention that unexpected solid rock conditions caused delay in bridge footing construction is not a justified reason for a time extension. This matter is also the subject of a claim which Morse Bros. have made on behalf of their sub-subcontractor. The contract plans indicate that the material in the area of the footing was composed of angular gravel and angular broken basalt by "visual observation". We do not feel that we misled the contractor with regard to conditions in the footing area. If the contractor had utilized larger equipment to remove this material, he probably would not have encountered as much difficulty as he did. The excavation was carried only to the plan elevation.

It is true that there was a rather heavy accumulation of rainfall during August. On several of the days which the contractor claims rain delayed his progress the contract records indicate the weather was only cloudy or showery. The first rainy day requested by the contractor is August 16 at which time 83 days or 75 per cent of the contract time had elapsed but the project was only about 27 per cent complete. We conclude that the project was way behind schedule for other reasons. The Resident Engineer wrote to the contractor July 25 expressing concern over the slow progress. The 110 days contract time allowed expired September 11. We cannot recommend a time extension based on the weather in this instance.

The contractor has not referred to plan changes which were made during the contract, but we have reviewed this factor. A substitution of asphaltic concrete for the planned oil mat was made. Although this change was made to facilitate completion of the project in October, construction of the asphaltic concrete took 4 days and it has been estimated that the oil mat would have required only 3. We therefore recommend an increase of 1 calendar workday. A substantial amount of sub-surface drainage work was added by Price Agreement to eliminate excessive ground water. This work required 7 days to accomplish in conjunction with regular contract work and on a time-money relationship for the item, this work justifies an extension of 3 calendar workdays. (This is liberal as the perforated work apparently required only 2 men working during a time when 12 men were on the project.)

This project was let in May of 1968 with the calendar workday count commencing on May 25. The contractor did not start work until June 4. The contract was completed October 25, 1968 (with a 2.5 per cent underrun of contract work) at which time 154 calendar workdays had been charged. This is 44 in excess of the number allowed and represents $4,400 in liquidated damages. Based on the changes in the contract work listed above, we recommend that the calendar workdays be increased by 4. This will reduce the liquidated damages leaving $4,000 outstanding.

This is a Federal-aid Secondary project and does not require Bureau of Public Roads concurrence. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Enc.
cc: V. L. Gallagher

RECEIVED
APR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

LEBANON SAND & GRAVEL CO. - MORSE BROS.

READY MIX CONCRETE
ASPHALT PAVING

EAST GRANT STREET • PHONE 258-8141 • P. O. BOX 7
LEBANON, OREGON

March 20, 1969

Oregon State Highway Dept.
3700 Philomath Road
Corvallis, Oregon

ATTN: L. L. MacIntyre
Resident Engineer

Re: OSHD Contract #7127
Request for time extension

Dear Sir:

We are listing below the dates and reasons for which we are basing our request for an allowance in the number of calendar days to complete the work on this project:

1. Increase due to additional and unexpected work made necessary by finding solid rock conditions in footing excavation for the bridge causing delay in Bridge Construction
   July 19,22,23,24,25,26,29,30,31 = 9 days
   August 1,2,5,6,7,8,9,12,13,14,15,20 = 12 days

   Total days 21

   Under the circumstances that existed at the time this work was being performed, some other work was able to progress at the same time, therefore we request an allowance of 66 2/3% or 14 days.

2. Increase due to inclement weather causing complete or partial shutdown of work
   August 16,17,18,19,20,21,22,23,24,25,26,27,28 = 13 days
   September 13,14,15,16,17,18,19,20,21,22 = 10 days
   October 11,12,13,14,15,16,17 = 7 days

   Total days 30

This makes a grand total of an additional 44 days requested.

Very truly yours,

MORSE BROS., INC.

R. H. Bellinger,
Office Manager

BB:me

RECEIVED
APR 17 1969

FOR FILE

S-519(2)
7127

April 16, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 2
April 22, 1969 meeting

Gentlemen:

Morse Bros., Inc., contractor on the Maxfield Corner-Ward Road Section of FAS 209 in Benton County, Contract No. 7127, has requested an increase of 44 calendar workdays. The contractor's request is based on an alleged delay caused by unanticipated change in the character of material at a bridge footing and inclement weather.

The bridge footing plans are not misleading and the problems encountered by the contractor were not caused by the State. No extension is justified. Although there was rainfall in late August 1968, we believe the late completion was due to other reasons and cannot recommend an extension due to weather.

There were two changes made during the life of the contract which did have a minor effect on the completion of the contract work. The wearing surface was changed from an oil mat to asphaltic concrete and this work justifies an extension of one calendar workday. Perforated drain pipe was added to the contract to handle excessive subsurface water and this work justifies an extension of three calendar workdays.

The contract was completed on October 25, 1968. I recommend that the calendar workdays be increased by four which will reduce the liquidated damage days to 40 and $4,000 in liquidated damages. This is a Federal-aid Secondary project.

This matter will be on the agenda for your consideration at the April 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
R. D. Asburry

Enc.

JAB/DES:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7127 Contractor Morse Bros., Inc.

Highway County Road FAS 209

Section Maxfield Corner-Ward Road

Kind of Work Grade, Oil, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Changes made during the contract concerning the wearing surface and perforated drain pipe justifies an increase of 4 calendar workdays.

Recommended for Approval:

Gerald Wimer
Assistant Division Engineer

for Construction Engineer ~~or Bridge Engineer~~

Assistant State Highway Engineer

Contract No. 7127
Project designation S-519(2) State-Federal
Date awarded May 14, 1968
Work started June 4, 1968
Per cent completed 100 10-25-68 Date
No. of Calendar Workdays Allowed 110
No. of Calendar Workdays Used 154
No. of Added Calendar Workdays Requested 4

SP*6206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 3-20, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar from 110 days to 154 days, within which to complete our Contract No. 7127, without the assessment of liquidated damages. The said contract is described as follows:

Maxfield corner-Ward road

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached schedule

Respectfully submitted,

MORSE BROS., INC.
Contractor

By F. W. Morse

CONSENT OF SURETY

Date ...., 19......

We, ...

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

STATE COPY

FAS ______
Benton Co

FORM PR-33C
(REV. 3-68)

cc: OSHD
Region
Wash DC

4-14-69

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

NOTED
H. S. COX

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

gyn

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE

TITLE: Office Engineer

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: L. P. Renz, Assistant Area Engineer

IN COMPANY WITH: See below

CONTRACTOR'S NAME: Morse Bros., Inc.

STATE: Oregon

REGION NO.: 8

COUNTY: Benton

PROJECT: S-519(2)

Contract #7127

DATE OF INSPECTION: 10-31-68

CONTRACT AMOUNT: $ 154,642.50

DESCRIPTION OF IMPROVEMENT AS PROGRAMED:

Gr. Dr. 2-11' Lanes O-11 oil mat surf. with 4' shoulders. Two concrete prestressed slab bridges, length 70', HC 31.5'.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 30 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
4251	1.046	38	X080 X080	0.007 0.006

RECEIVED
MAY 5 - 1969
ENGINEER
COUNTY & CITY DIVISION

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

MAXFIELD CREEK CORNER - WARD ROAD SECTION
Grading, Paving and Structure

5/5/69
Copies to
[illegible]
MacIntyre
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

The following persons were also present at the final inspection:

Oregon State Highway Department

Gerald Wimer, Assistant Division Engr
Kenneth Berg, Asst Materials Testing Engr
L. L. MacIntyre, Res Engr

NOTED
HAROLD REYNOLDSON

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED

SIGNATURE: L. P. Renz

TITLE: Area Engineer

DATE: 4-14-69

ACCEPTED BY BUREAU OF PUBLIC ROADS

SIGNATURE: R. E. Simpson

R. E. Simpson
Division Engineer

TITLE: Division Engineer

DATE: 4-14-69

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN
CHH.

NOTED
P. B. Aronsmeier

NOTED
DON HARWELL

Benton County

Curtis Hanson, County Engineer
A. L. Strand, County Commissioner
Judge Larkins

The project has been completed in apparent conformity with the State standards and procedures approved in accordance with the 1954 secondary road plan.

This project was physically complete on October 25, 1968. The contractor used 154 days to complete the work, while only 110 days were allowed.

A price agreement was executed and approved by the BPR to provide for substitution of 1½" Class "C" Asphaltic Concrete in lieu of the 1½" Nom. thickness 0-11 oil mat surfacing shown on the plans. This price agreement did not involve any additional funds.

The final cost of this project will be $167,143.22. The cost of contract bid items is $129,966.44, an underrun of 16.0% of the original authorization for bid items. Several of the bid items were eliminated by price agreements. These included the following items:

Item 5 - Toe Trench Excavation, Unclassified
Item 14 - 3/4" - 0 Aggregate in Prime Coat
Item 15 - RC-250 Asphalt in Prime Coat
Item 16 - Aggregates in Asphalt Macadam
Item 17 - Asphalt in Asphalt Macadam
Item 18 - Asphalt in Seal Coat
Item 20 - Loose Riprap

Toe trenches were not needed because of the well-knit rocky material encountered. This also reduced the necessary loose riprap by 500 cubic yards. Items 14 through 18 were deleted and replaced with 2 inches of asphaltic concrete to facilitate the work. The quantities of lime, stone base, and 3/4" - 0 material in the base were lower than originally estimated. All of these items accounted for the majority of the 16% underrun.

The State's materials certificate is attached to the Division office copy of this report.

(more)

A design deficiency was noted in regards to the method of fastening the steel guardrail posts to the structures. The bolt heads were too small for the holes in the posts and the post flange spacers did not perform satisfactorily. The detail was according to plan; however, large round plate washers should have been provided between the bolt head and flange and between the spacers and flange. This problem has been discussed with the State Bridge Department and they have assured us that the problem will be corrected.

As mentioned in the laboratory materials certification, two-thirds of the Class "C" asphalt concrete cores tested did not comply with the relative compaction specification; however, it was not intended that this asphalt concrete be subject to the requirements of this specification and the specification was not made a part of the contract. Consequently, no liquidated dmages were assessed for this apparent deficiency.

JAN 2 - 1969

5-519(2)

7127

December 31, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 25, 1968, on Contract No. 7127. The contract was with Morse Brothers, Inc., and was for grading, oiling and structures on the Harfield Corner-Ward Road Section of FAS 209 in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1968, and that you concur in this procedure at the Commission meeting on January 28, 1969.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. E. Maison
F. D. Morgan
L. H. Young
K. D. Asburry

srb fn

JAN 2 - 1969

S-519(3)

7127

December 31, 1968

General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7127 awarded to Morse Bros., Inc., for grading, oiling, and structures on the Maxfield Corner-Ward Road Section of FAS 209 in Benton County was completed on October 25, 1968, and accepted by the Highway Commission on December 31, 1968.

Final payment in the amount of $7,658.32 will be released to the contractor after January 8, 1969. The total contract amount is $146,287.09 including $627.23 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Herr

S-519(2)
7127

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Maxfield Corner*Ward Road

WEEK ENDING: Final Report Dec. 3/ 1968

SECTION PREFIX: 502-1072

HIGHWAY: FAS 209

COUNTY: Benton

NAME OF JOB: Maxfield Corner- Ward Road

KIND OF WORK: Grading , Oiling, and Structures

CONTRACTOR: Morse Bros. Inc.

CONTRACT NUMBER: 7127

FEDERAL AID PROJECT NUMBER: S-519(2)

DATE OF CONTRACT: May 14, 1968

DATE WORK STARTED: June 4, 1968

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 110

CALENDAR DAYS USED 154

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 140

PROJECT AUTHORIZATION. $ 176,427.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 162,437.41

ENGINEERING AUTHORIZATION $ 13,989.82

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 150,760.00

ENGINEERING COST TO DATE $ 21,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97

ESTIMATED PERCENT: UNDERRUN 3 %

PERCENT OF AUTHORIZATION 152 %

DATE PROJECT WAS COMPLETED: October 25, 1968

FINAL REPORT

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Class C AC	Lime Treated Subgr.
100	100	100	100	100			100

	GRADING	SURFACING	MAINTENANCE MATERIALS		PAVING
MILES IN PROJECT	1.06	1.06		1.06	1.06
MILES PARTIALLY COMPLETED	1.06	1.06		1.06	1.06
MILES COMPLETED	1.06	1.06		1.06	1.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,800 cy	14,800 ton		2,310 ton	25,000 sq yd
TOTAL QUANTITIES CORRECTED TO DATE	12,680 cy	13,430 ton		2,150 ton	23,300 sq yd
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12,680 cy	13,430 ton		2,150 ton	23,300 sq yd
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		Work Complete			
NUMBER OF SHIFTS PER DAY		Final Report			
HOURS PER SHIFT		See Remarks			

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	14506A	14507A						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy & Showers			
MONDAY	Partly Cloudy & Showers			
TUESDAY	Rain (Final Report)			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan M — Pease E
Decker — Swan
Bond — Glenn
Walker — Litchfield
Boehme — Gallagher
Johnsen — Stein

RECEIVED
DEC 4 1968
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO WORK
MONDAY	NO WORK
TUESDAY	NO WORK (FINAL REPORT)
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate turned into Division Office, November 15, 1968
Test summary results turned into Division Office December 3, 1968

This is FINAL REPORT

SIGNED ______ LOCATION [illegible]

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

BENTON COUNTY COURT
CORVALLIS, OREGON
97330

JUDGE
E. E. LARKIN

COMMISSIONERS
MELVIN S. HAWKINS
A. L. STRAND

November 13, 1968

Oregon State Highway Department
% L.L. MacIntyre, Resident Engineer
3700 Philomath Highway
Corvallis, Oregon 97330

NOTED
H. S. COX

Maxfield Corner-Ward Road
Benton County
FAS 209
S-519(2)
Contract 7127

This letter is to record the fact that a meeting was held October 31, 1968 at the site of the recently completed Maxfield Corner - Ward Road Section of Maxfield Creek Road in Benton County, which was constructed by Morse Brothers Incorporated, under Oregon State Highway Department Contract Number 7127 for the construction of a Benton County Road on the Federal Aid System. The meeting was to appraise the results of the work, the fulfillment of contractual agreements, and consideration of acceptance.

Present for Benton County Court were County Judge E.E. Larkin, County Commissioner A.L. Strand, and County Engineer Curtis Hansen. Present and representing the Bureau of Public Roads was Engineer Lyle Rens. Present for the Oregon State Highway Department were Assistant Division Engineer G.W. Wimer, Assistant Field Testing Engineer Kenneth L. Berg, and Resident Engineer L.L. MacIntyre.

The County Court of Benton County considers the work completed satisfactorily.

RECEIVED
NOV 26 1968
ENGINEER
COUNTY & CITY DIVISION

County Judge E E Larkin
E.E. Larkin

County Commissioner Melvin S Hawkins
Melvin S. Hawkins

County Commissioner AL Strand
A.L. Strand

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

NOTED
~~H. S. COX~~

Project Name Maxfield Corner-Ward Road Contract No. 7127

Highway Maxfield Creek Prefix No. 502-1072

County Benton County FAS 209 F. A. No. S-519(2)

Final inspection made on 10/31/68 By Gerald Wimer

in company with County Judge E. E. Larkin; County Commissioner A. L. Strand; County Engineer Curtis Hansen; Lyle Renz, BPR Area Engineer, Ken Berg, Assistant Field Testing Engr; and L. L. MacIntyre, Resident Engineer

CHECK LIST

Date

10/25/68 Construction signs removed.

Was None Salem Office notified to rescind construction speed zone.

10/25/68 Contractor removed equipment from project.

10/25/68 Roadside cleanup completed.

Never Closed Opened to traffic.

With Semi-Final Division materials certification submitted.

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project found to be satisfactorily completed. Letter of acceptance, concurrence from County Court to follow.

NOTED
HAROLD
REYNOLDSON

All contract work on this project has been completed and recommendation is made for acceptance on 10/25/68 (date). The semi-final estimate will be submitted about 11/22/68.

RECEIVED
NOV 8 1968
ENGINEER
COUNTY & CITY DIVISION

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
Maintenance Engineer E. S. Hunter
Bridge Engineer Ivan Merchant
Resident Engineer L. L. MacIntyre
District Maintenance Supt. Howard Johnson
Traffic Engineer F. B. Crandall
County City Engr. H. S. Cox ✓

Copies sent to all named 11/7/68 (gj).

NOTED
MARION C. HOLMES

NOTED
P. B. Arensmeier

(signed)

Assistant Division Engr.
(title)

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-11	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-24-68	COUNTY Benton PROJECT NO. S-519(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Maxfield Corner-Ward Road Section of FAS 209 in Benton County

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-3-68	1.059
OTHER *(Specify)*		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT $ 170,986	FEDERAL FUNDS $ 108,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B. Klabo

Asst. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By R. E. Simpson
~~(Division Engineer)~~
R. E. Simpson, Division Engineer

Date executed by Division Engineer May 24, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Federal-Aid
Project No. S-519(2)

Oregon State Highway Department

MAXFIELD CORNER-WARD ROAD SECTION

OF FAS 209 IN BENTON COUNTY

Project agreement estimate.

Salem, Oregon, May 17, 1968

Type Code 5231
Roadway (Sta. 84+00 to Sta. 140+00)

Temporary Protection and Direction of Traffic	All	Required		$ 2,500.00
Clearing and Grubbing	All	Required		2,000.00
Ditch Excavation, Unclassified	36	cu.yd.	$ 4.50	162.00
General Excavation, Unclassified	12,800	cu.yd.	0.75	9,600.00
Toe Trench Excavation, Unclass.	590	cu.yd.	2.75	1,622.50
Overhaul	320	C-yd.sta.	2.50	800.00
Finishing Roadbed and Slopes	1.05	mile	2,000.00	2,100.00
Trench Excavation	120	cu.yd.	3.00	360.00
Watering	310	M-gal.	4.00	1,240.00
Lime for Treated Subgrade	290	ton	30.00	8,700.00
Lime-Treated Subgrade	25,000	sq.yd.	0.15	3,750.00
Stone Base	12,600	ton	3.50	44,100.00
3/4" - 0 Material in Base	2,200	ton	3.85	8,470.00
3/4" - 0 Aggregate in Prime Coat	150	cu.yd.	5.85	877.50
RC-250 Asphalt in Prime Coat	24	ton	75.00	1,800.00
Aggregates in Asphalt Macadam	1,020	cu.yd.	5.85	5,967.00
Asphalt in Asphalt Macadam	74	ton	45.00	3,330.00
Asphalt in Seal Coat	21	ton	55.00	1,155.00
Extra for Asphalt Macadam Approaches	15	only	25.00	375.00
Loose Riprap	1,100	cu.yd.	8.50	9,350.00
12-inch Culvert Pipe	180	lin.ft.	3.00	540.00
18-inch Culvert Pipe	270	lin.ft.	4.00	1,080.00
42-inch Culvert Pipe	60	lin.ft.	13.00	780.00
Type 1 Guard Rail	880	lin.ft.	2.80	2,464.00
Removal of Detour	All	Required		500.00
				$113,623.00
Flagging (60% of Contractor's Cost)				$ 500.00
Signing				300.00
				$ 800.00
		Subtotal		$114,423.00
		10% Engr. & Cont.		11,442.00
		Total		$125,865.00

Type Code X080
Maxfield Creek Bridge #14057A (Sta. 105+45 to Sta. 105+85)

Remove Old Bridges and Provide Temporary Drainage Structures	All Required (50%)		$ 2,906.00
Shoring, Cribbing, etc.	All Required (50%)		282.00
Structural Excavation	350 cu.yd.	$ 4.80	1,680.00
Structural Excavation Below Elevation Shown	30 cu.yd.	6.06	181.80
Class "A" Concrete (85 C.Y.)	All Required (50%)		6,346.00
4' x 40'/45' Prestressed Slab	8 only	849.00	6,792.00
Reinforcement (11,950 lb.)	All Required (50%)		1,971.00
Metal Rail	100 lin.ft.	14.14	1,414.00
			$ 21,572.80

Type Code X080
Maxfield Creek Bridge #14506A (Sta. 109+77 to Sta. 110+07)

Remove Old Bridges and Provide Temporary Drainage Structures	All Required (50%)		$ 2,906.00
Shoring, Cribbing, etc.	All Required (50%)		282.00
Structural Excavation	280 cu.yd.	$ 4.80	1,344.00
Structural Excavation Below Elevation Shown	20 cu.yd.	6.06	121.20
Class "A" Concrete (86 C.Y.)	All Required (50%)		6,346.00
4' x 30'/35' Prestressed Slab	8 only	677.00	5,416.00
Reinforcement (12,150 lb.)	All Required (50%)		1,971.00
Metal Rail	75 lin.ft.	14.14	1,060.50
			$ 19,446.70
	Subtotal		$ 41,019.50
	10% Engr. & Cont.		4,101.50
	Total		$ 45,121.00

Length of Roadway - - - - - -	1.046 Miles
Length of Structures (2)- - -	0.013 Mile
Total	1.059 Miles

Cost of Roadway Per Mile- - - $120,329.82

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	County Funds
Roadway	$125,865.00	$ 79,900.00	$22,983.00	$22,982.00
Structures	45,121.00	28,600.00	8,260.00	8,261.00
Total	$170,986.00	$108,500.00	$31,243.00	$31,243.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

⑥ F - 1 - 100% V

Oregon State Highway Dept.

Federal Aid
Project No. S-519 (2)

Maxfield Corner-Ward Road Section
of FAS 209 in Benton County

Project agreement estimate.

Salem, Oregon, 1968

Type Code 5231
Roadway (Sta. 84+00 to Sta. 140+00)

Temporary Protection and Direction of Traffic	All Required			$ 2,500.00
Clearing and Grubbing	"	"		2,000.00
Ditch Excavation, Unclassified	36	cu.yd.	4.50	162.00
General " , "	12,800	"	0.75	9,600.00
Toe Trench " , "	590	"	2.75	1,622.50
Overhaul	320	C.yd. sta.	2.50	800.00
Finishing Roadbed and Slopes	1.05	mile	2,000.00	2,100.00
Trench Excavation	120	cu.yd.	3.00	360.00
Watering	310	M-gal	4.00	1,240.00
Lime for Treated Subgrade	290	ton	30.00	8,700.00
Lime Treated Subgrade	25,000	sq.yd.	0.15	3,750.00
Stone Base	12,600	ton	3.50	44,100.00
3/4"-0 Material in Base	2,200	"	3.85	8,470.00
3/4"-0 Aggregate in Prime Coat	150	cu.yd.	5.85	877.50
RC-250 Asphalt " " "	24	ton	75.00	1,800.00

Aggregates in Asphalt Macadam	1,020	cu.yd.	5.85	5,967.00
Asphalt in Asphalt Macadam	74	ton	45.00	3,330.00
Asphalt in Seal Coat	21	"	55.00	1,155.00
Extra for Asphalt Macadam Approaches	15	only	25.00	375.00
Loose Riprap	1,100	cu.yd.	8.50	9,350.00
12-inch culvert Pipe	180	lin.ft.	3.00	540.00
18- " " "	270	"	4.00	1,080.00
42- " " "	60	"	13.00	780.00
Type 1 Guard Rail	880	lin.ft.	2.80	2,464.00
Removal of Detour	All Required			500.00
			$	113,623.00
Flagging (60% of Contractors Cost			$	500.00
Signing				300.00
			$	800.00
Subtotal			$	114,423.00
10% Engr. & Conf.				11,442.00
Total			$	125,865.00

Type Code X080

Maxfield Creek Bridge # 14057A (Sta. 105+45 to Sta. 105+85)

Remove old Bridges and Provide

Temporary Drainage Structures	All Required (50%)		$ 2,906.00
Shoring, Cribing, etc.	" " (50%)		282.00
Structural Excavation	350 cu.yd.	4.80	1,680.00
Structural Excavation below Elevation Shown	30 "	6.06	181.80
Class "A" Concrete (85 cy.)	All Required (50%)		6,346.00
4'x 40'/45' Prestressed Slab	8 only	849.00	6,792.00
Reinforcement (11,950 lb.)	All Required (50%)		1,971.00
Metal Rail	100 lin.ft.	14.14	1,414.00
			$ 21,572.80

Type Code X080

Maxfield Creek Bridge #14506A (Sta. 109+77 to Sta. 110+07)

Remove Old Bridges and Provide

Temporary Drainage Structures	All Required (50%)		$ 2,906.00
Shoring, Cribbing, etc.	" " (50%)		282.00
Structural Excavation	280 cu. yd.	4.80	1,344.00
Structural Excavation Below Elevation Shown	20 "	6.06	121.20
Class "A" Concrete (86 c.y.)	All Required (50%)		6,346.00
4'x 30'/35' Prestressed Slab	8 only	677.00	5,416.00
Reinforcement (12,150 lb.)	All Required (50%)		1,971.00
Metal Rail	75 lin. ft.	14.14	1,060.50
			$ 19,446.70

Subtotal	$ 41,019.50
10% Engr. + Cont.	4,101.50
Total	$ 45,121.00

Length of Roadway	1.046 mile
Lengths of Structure (2)	0.013 mile
Total	1.059 mile

Cost of Roadway Per Mile $ 120,329.82

more

State ~~Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;~~
~~Chap. 529, laws 1939~~
~~State Funds for Maint: Chap. 529, laws 1939.~~

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$125,865.00	$79,900.00	$22,983.00	$22,982.00
Structures	45,121.00	28,600.00	8,260.00	8,261.00
Total	$170,986.00	$108,500.00	$31,243.00	$31,243.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

NOTED
H. S. COX

Fred W. Hill, Member
Helix
Thaddeus Bruno, Member
Portland

May 14, 1968

Benton County Court
Courthouse
Corvallis, Oregon 97330

Gentlemen:

This is to acknowledge receipt of your advance deposit of $35,300 for the Maxfield Corner-Ward Road Section of FAS 209. Contract No. 7127 has been awarded to Morse Bros., Inc. of Lebanon.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

HR

Harold Reynoldson
Planning Engineer

HR:eb
Encl.

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

May 14, 1968
Salem, Oregon

Mr. C. H. Maison
Controller
OFFICE

Maxfield Corner- Ward Road Section
FAS 209
Benton County

Attention Mr. John Herr

Benton County's check in the amount of $35,300 has been received by and will be forwarded to you by the Highway Commission Secretary.

This is the required amount for the advance deposit for subject project, and the contract is now clear for award.

NOTED
HAROLD
REYNOLDSON

HR
Harold Reynoldson
Planning Engineer
County and City Division

HR:cb

cc Ivan Merchant
L. H. Young

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. B. Aroesmeier

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Benton County
Courthouse
Corvallis, Oregon 97330

Attention of County Court

Request No. (assigned by staff engineer or head of division) cc 1124

Date May 14, 1968

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

NOTED
H. S. COX

Itemized Statement: Advance Deposit $35,300.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for the Maxfield Corner-Ward Road Section of FAS 209.		20,300.00
		Covered by agreement dated ~~3/14/67~~. 4/10/68		
		TO BE RETAINED		$15,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 35,300.00

Is this a partial or final request for billing? partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
502-1072-296

Submitted by:
Harald Reynoldson

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

NOTED
DON HARWELL

RECEIVED
JUN 21 1968
FOR FILING
S-519(2)
7127

Bids recd
Apr 25

May 14, 1968

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

AGENDA
MAY 29 1968
3 b

Gentlemen:

The State Highway Commission on May 2, 1968, accepted your proposal for grading, oiling, and structures on the Maxfield Corner-Ward Road Section of FAS 209 in Benton County for the sum of $154,642.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Benton County is received and the sum of $35,300 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7127. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 25, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
L. L. McIntyre
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
APR 12 1968
FOR FILING
5-519(2)
7127

MISC. CONTRACTS and
AGREEMENTS No. 3553

April 12, 1968

Benton County Court
Courthouse
Corvallis, Oregon 97330

Attention: Mr. Ralph P. Schindler
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a finance construction agreement covering the Maxfield Corner-Ward Road Section of Maxfield Road (FAS 209).

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
(conformed copy)

710.13

ORM PR-48
REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4/3/68
BY (Signature): Mr. Young's March 18, 1968 letter
TITLE

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

AGE 1* EM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 989 THRU 991

M D.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
9	S-519(2)	1.06	$164,000	$ 98,400	Maxfield Corner-Ward Road	G.P. - 2 Strucs.
0	S-565(1)	0.03	230,000	72,000	Lane Community College-30th Ave.	1 Struc.
1	S-23-106(01)	3.76	270,000	162,000	Bully Creek Reservoir-Vale-West Hwy	G.P. 1 Struc.

Young 4-8-68

1/3-68

~~Remarks (Division)~~

On Item 990 (Lane Community College-30th Ave.) we acknowledge acceptable compliance with Section 204 of the Demonstration Cities Act of 1966 as submitted by Mr. Prange's March 8, 1968 letter. This project does not fall within the urbanized area of Eugene, therefore, is not subject ot the provisions of Section 9 of the Federal-aid Highway Act of 1962.

Pursuant to paragraph 9f of PPM 21-1 the Federal funds shown shall be construed as a firm commitment unless modified prior to project agreement stage.

On Item 991 (Bully Creek Reservoir-Vale-West Hwy) reasons for deviation from your minimum design standards for the 18° curve submitted by Mr. Prange's March 18, 1968 letter are acknowledged.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than noted above or the minimum design standards as approved March 23, 1968, this office should be notified of such proposed exceptions and reasons thereof.

ORIGINAL SIGNED BY
E. B. KLABOE

S. 519(2)
#7137

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	4/3/68	R.E. Simpson, Division Engineer

gram approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the t of the Federal Government to provide Federal funds for the undertaking.

Benton
REFERRED TO
County - City
BY SECRETARY

3-19-68

NOTED
H. S. CO

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No.__________

Highway No. FAS 209

Project Name Maxfield Corner-Ward Road Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Corvallis, Oregon, this 19th day of March, 1968.

Benton County

B. E. Larkin
County Judge

Melvin L. Hawkins
Commissioner

Commissioner

RECEIVED
MAR 21 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

Copy to:- John Oaks
F. D. Morgan
Ivan Merchant
Ed Morelock
C. G. Swanson
Dick Chase

(11/29/66)

NOTED
M...R C. HOLMES

NOTED
CHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HA

(12-7-66 150)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED REVISED

Page 1 of ___ Pages

Section Maxfield Corner-Ward Road Highway F.A.S. 209 County Benton Prefix 502-1411

Res. Engr. L. L. MacIntyre Approx. Length 1.06+ Miles. Sta. 84+ to Sta. 140+ Date 3-18-68

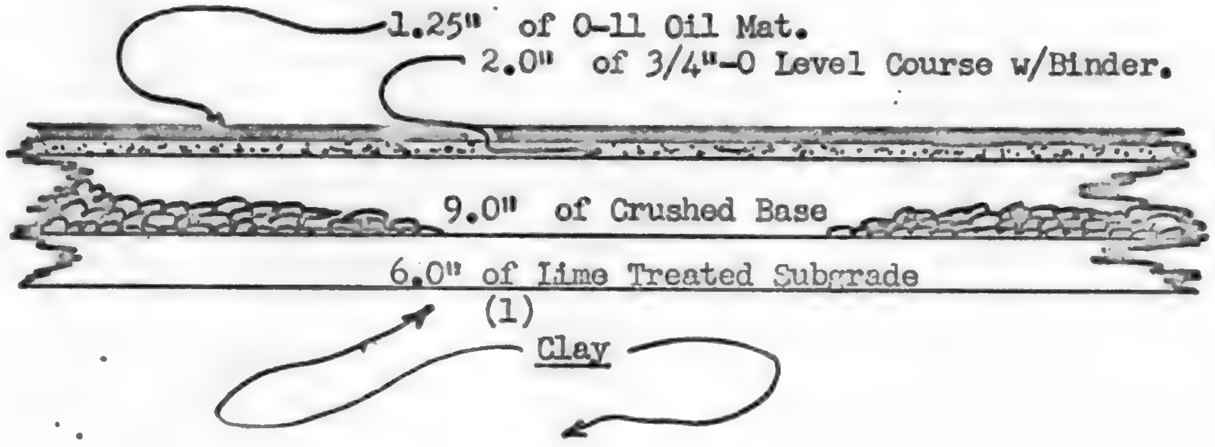
Truck A.D.T. 4 Traffic Coefficient 5.5 18 kip s.a. per day 2.8.

Annual Precipitation 60"+ (Falls City) Frost Penetration - - - - - - - -.

CBE Total Req.	Credit	Actual Thick.	
7127	5-5176		
	1.5	1.25	0-11
	2.0	2.0	Level
	9.0	9.0	Cr. Base
	5.0	6.0	L.T.S.
17.5	17.5	18.25	

(1)
Typical Soil

59	LL
34	PI
100	%P 10
90	%P200
1	%Gravel
2	%C Sand
7	%F Sand
39	%Silt
51	%Clay
10	"R" Value


1.25" of 0-11 Oil Mat.
2.0" of 3/4"-0 Level Course w/Binder.
9.0" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Clay

AASHO CLASSIFICATION:

A-7-6 (20)

MATERIAL SOURCES:

To be determined by the Engineer.

See remarks on Page 2.

NOTED
F. B. KLABOE

4-17-68

Submitted by ____________ for Staff Assistant

Recommended by OAWhite Engineer of Materials

Recommended by ____________ asst Construction Engineer

Approved by JBKlaboe Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer
County-City (2)

Maxfield Corner-Ward Road
F.A.S. 209
Benton County

"OTHER ROADS"

Traffic Coefficient	0 - 11 Wearing Surface	3/4"-0 Level	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
Cars Only	1.25"	2.0"	4.5"	6.0"	13.0"	13.75"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

1.0" Lime Treated Subgrade = 0.8" Crushed Base

To obtain the 1.0" L.T.S. = 0.8" Crushed Base equivalency the following is recommended:

6.0" natural soil subgrade (70% minimum P #200 sieve) treated with 5%± lime.

Note:

Revised Base Design submitted to recommend use of Lime Treated Subgrade.

SECTION: MAXFIELD CORNER - POLK COUNTY LINE

HIGHWAY: F.A.S. 209

COUNTY: Benton

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1966 Present ADT 120 (Total)

B. 1986 Future ADT 200 (Total)

C. Mean ADT 160 $\frac{A+B}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= .25 x (C) 160 = 4

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 4 x (H) 100 % = 4

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669
= 5.5

SECTION: MAXFIELD CORNER - POLK COUNTY LINE

HIGHWAY: F.A.S. 209

COUNTY: Benton

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County requested an Oil Mat.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section. See Item 12.

March 11, 1968
(date)

RECEIVED
MAR 14 1968
ENGINEER
COUNTY & CITY DIVISION

Benton County Court
Courthouse
Corvallis, Oregon 97330

Attention: Hon. E. E. Larkin

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HA

- -

Highway FAS 209 (Maxfield Creek Road)

Section Maxfield Corner-Ward Road: FAS-C Project, grade, oil, structure.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

March 13, 1968
(date)

By E E Larkin "Judge"

By Melvin S. Hawkins
Commissioner

By
Commissioner

NOTED
HAROLD REYNOLDSON

Copy to L. H. Young NOTED
Attention: Duane Ridings

NOTED
R. H. PRANGE

C. HOLMES

NOTED
RICHARD UNREIN

NOTED
R. B.

March 6, 1968

Consumers Power Inc.
1940 N. Ninth Street
Corvallis, Oregon

Attention Dean O. Johnson

Dear Mr. Johnson:

We O.K. relocation of power lines on the Maxfield Corner - Ward Road, Sec. FAS 209, Benton County and will pay on an itemized statement upon completion of the work.

Very truly yours,

Curtis C. Hanson

Curtis C. Hanson

cc: Benton County Court
Si Cox, State Highway
Fred Sugnet - Div. 2

RECEIVED
MAR - 6 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
[illegible]

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
H. S. COX

MEMO TO R. N. CHASE   Date March 4, 1968

FAS 209, BENTON COUNTY: MAXFIELD CORNER-WARD DRIVE SECTION

TERMINI: Between points which are approximately 1.65 miles and 2.71 miles easterly from the junction with State FAS 190 (Kings Valley Highway).

PROPOSED WORK: Grade, surface, oil, drainage, and 2 structures.

PROJECT LENGTH: 1.06 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$164,000	$98,400	$32,800	$32,800	

EXISTING FACILITIES: 20 feet of roadway with light gravel surfacing. Two small bridges, one being a timber span 17 feet wide and 25 feet long; the other is T.B. on concrete abutments 17'8" wide and 23' long.

ADJACENT SECTIONS:
~~NORTH~~/EAST END: 20' gravel surface roadway.

~~SOUTH~~/WEST END: 20' 0-11 oil mat wearing surface with 2' gravel shoulders.

PROJECT DATA: Grade, surface, and place an 0-11 oil mat 30 feet in width for a roadway with two 11-foot lanes and 4-foot shoulders. Construct two concrete bridges with prestressed slab decks 31.5 feet in width - one being 30 feet long, and the other 40 feet long.

RIGHT-OF-WAY: 60' minimum
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: no exceptions to the standards

SYSTEM ACTION completed
PUBLIC HEARING: not required

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: S-519(1)

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

February 28, 1968

Mr. Curtis Hanson
County Engineer
170 Avery Lane
Corvallis, Oregon 97330

Re: Maxfield Corner-Ward Road Section
FAS 209
Benton County

Dear Mr. Hanson:

Since your request for salvage of pipe on subject project was received it has been determined that this will be a non-participating item.

Since salvage of pipe causes additional expense on the part of the contractor, it is our opinion that this matter should be handled by negotiation directly between the County and the contractor. Inclusion of salvage items in the contract can only lead to increased costs and possible claims by the contractor. We would therefore propose that such items not be included in the contract.

With the above in mind, this office feels that it would be to County's advantage to contact the contractor who gets the project and make special arrangements for the removal and salvage of the pipe. The County might even wish to remove the pipe themselves or do part of the work, etc. By so doing, special precautionary details of salvage could also be worked out. By this method we feel the County can save some money as well as getting more satisfying results.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:sb

bc: C. G. Swenson

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

February 2, 1968

Benton County Court
Courthouse
Corvallis, Oregon 97330

re: Maxfield Corner-Polk County Line
FAS 209
Benton County

Gentlemen:

By this letter I hereby grant permission for construction personnel and equipment to enter up on my property for the purpose of constructing drainage ditches opposite Engineer's Stations 124+27, 128+48 and 133+15.

This permission is granted with the understanding that all excess material will be removed from the premises and that my property will be left in a neat and orderly condition.

Very truly yours,

Roth, Kermit E.

Copy to:
Frank Hall
R.D asburry

RECEIVED
FEB - 7 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
H. S. COX

Fred W. Hill, Member
Helix

August 2, 1967

Mr. Curtis Hanson
Benton County Engineer
170 Avery Lane
Corvallis, Oregon 97330

Maxfield Corner-Polk County Line Section
FAS 209

Dear Mr. Hanson:

On the attached Xerox sheets is a copy of a portion of the map sent to you July 25 showing the suggested right-of-way lines on subject project. Marked in red on the attached sheets is a change in the right-of-way to cover a material source to be used for a slide correction, which was discussed with you in this office July 31, 1967. Also note on the attached sheets how near the slope lines through the slide area come to the right-of-way line. It might be advantageous at this time to increase the right-of-way through the slide area in case some of the cross sections are not accurate and the catch could be outside the right-of-way as indicated on the maps. I wish to make it clear that the right-of-way lines we have placed on the maps are only suggestions and that the County is free to change them if it wishes to do so.

Would you please change the prints and the sepia sent to you earlier to match the red line on the attached Xerox print. Also, if the County makes any changes on the prints, please inform this office so the plans and our maps will correspond with the County's.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

HR

Harold Reynoldson
Planning Engineer

HR:mm
Att.
bc: Robert Whitby

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED

NOTED
DON HARWELL

FAS 209
Benton Co

NOTED
H. S. COX

FORM E-30 90M 3-66 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 21, 1967
Salem, Oregon

SUBJECT: Maxfield Corner-Polk County Line
Review of Slide Section
Station 210 to 234

To: F. D. Morgan
Construction Engineer
Highway Building

Attention: G. L. Decker

I inspected the slide area on the subject section in company with Resident Locating Engineer, L. L. MacIntyre, on July 19. However, this slide area will not be within the limits of the project which is being prepared for letting this fall.

The geologic formation in which sliding has occurred is called tuffaceous siltstone of the King's Valley member in the Siletz formation. It is clay soil, moderately plastic, subject to considerable shrinkage on drying from natural moisture content.

Movement has occurred mainly in the slope above the road but the road has apparently been heaved near station 224. However, the movement has apparently been at shallow depth, mostly flowing down into the road. The slope of the slide is gentle; about 1 on 3.

The proposed new grade will be generally on fill outside the toe of the slide. However, it is proposed to cut the hump at station 224 as much as 3-feet.

It would be desirable to raise the grade to eliminate the cut at station 224 in order to maintain a counterbalance on future movement of the slide and to help prevent it from affecting the road. The additional embankment could be obtained by flattening the slope of the cut between stations 212 and 218. The slope can be flattened to 3 to 1 and possibly more if needed without requiring excessive right of way because the top of the hill at this point is a ridge about 60 feet above grade.

F W Yarbrough
F. W. Yarbrough
Staff Assistant

cc: Frank Hall
L. L. MacIntyre
R. D. Asburry
H. S. Cox

FWY:wjh

NOTED
HAROLD
REYNOLDSON

RECEIVED
JUL 24 1967
ENGINEER

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED

NOTED

[illegible]

Salem, Oregon
June 7, 1967

Maxfield Corner-Polk County Line
Maxfield Creek Road
FAS 209
Benton County

Mr. J. E. Morelock

BUILDING

NOTED
H. S. COX

NOTED
P. B. Arensmeier

The survey data for the above project has been examined and it has been found to be consistent with the project requested by the County and approved by the Highway Commission, except there will be additional right of way to be acquired by the County.

Harold Reynoldson, Planning Engineer
County and City Division

HR:mr

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

FAS
209
Benton
Co.

NOTED
H. S. COX

Salem, Oregon
May 15, 1967

Bridge Vicinity Map
Maxfield Corner-Polk County Line
FAS 209
Benton,,County

Mr. J. E. Morelock

BUILDING

The survey data for the above project has been examined and it has been found to be consistent with the project requested by the County and approved by the Highway Commission.

NOTED
HAROLD
REYNOLDSON

HR
Harold Reynoldson, Planning Engineer
County and City Division

HR:mr

NOTED
RICHARD UNREIN

NOTED
P. E. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
[illegible] 26 1967
ENGINEER
COUNTY & CITY DIVISION

Prefix No. 502-1411

LOCATION PROSPECTUS
MAXFIELD CORNER-POLK COUNTY LINE SECTION
COUNTY ROAD FAS 209 - BENTON COUNTY

4-25-67

NOTED
H. S. COX

HIGHWAY: Benton County Road, FAS 209.

TERMINI: The westerly terminus is approximately at M.P. 1.5 of said FAS 209 which is near Station 80, Benton County Survey. The easterly terminus is approximately at M.P. 4.8 of said FAS 209 which terminus is at the Benton-Polk County Line.

LENGTH: 3.3 miles.

PROGRAM: 1957 FAS-C funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of cost for grading and oiling of county road on approved alignment. Reconnaissance is not necessary. Soils investigations will be conducted. There will be some need for study of drainage problems. An economic analysis is not necessary. There are no railroads within the termini of this survey. County Engineer has established right of way control on westerly two miles and will establish controls and acquire right of way for easterly 1.3 miles. Investigations will be made of past high water data to see if the design of this project will be affected.

CHARACTERISTICS: Present ADT is 120; projected ADT is 200. The estimated rise and fall is 200 feet. The estimated central angle is 300 degrees. The new route follows generally the route of the existing road, but new route will be an improvement on alignment of present route by eliminating many unnecessary short deviations of line.

STANDARDS: Class "E" highway. Deviations from State or AASHO standards are not anticipated.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders.

BRIDGE: There are two bridges to be widened or reconstructed at M.P. 2.0 and 2.1 of said FAS 209. Horizontal clearance to be 30 feet.

ACCESS: Under jurisdiction of Benton County.

SURFACING: The tentative base design for construction is:

Paving	1-1/4"	Type 0-11 Asphalt Macadam
Top Course Base	2 "	Leveling
Bottom Course Base	14 "	Coarse Base
Total	17-1/4"	

NOTED
R. H. PRANGE
4-25-67

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

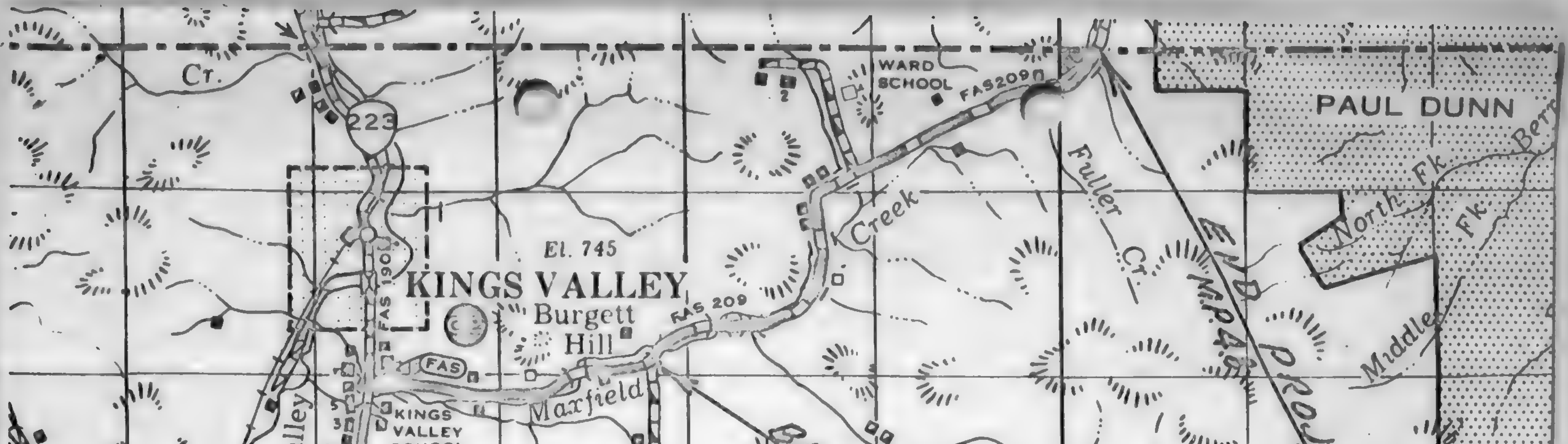
MATERIAL: Commercial sources.

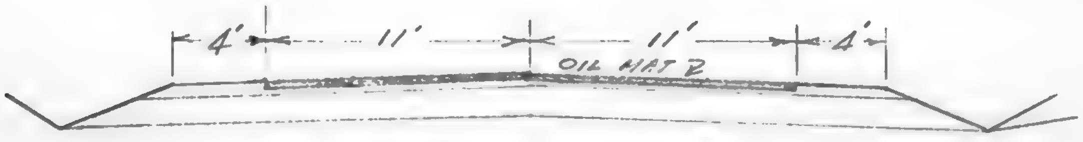
ADDITIONAL FACILITIES: There are no railroad crossings within the project. No special problems are anticipated with utilities.

AGREEMENTS: Hearings and disposition of existing or abandoned facilities will be the responsibility of Benton County.

PARKS OR WAYSIDES: None.

April 25, 1967
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox ✓
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young





TYPICAL SECTION

PROSPECTUS MAP

MAXFIELD COR. - POLK CO. LINE

COUNTY ROAD FAS 209

BENTON COUNTY

MAR. 1967

RECEIVED
FEB 2 - 1967
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS PROJECT DATA

2-1-67

1. Name of County Benton FAS No. 209

2. County Road Name Maxfield Creek

3. Section Name ____ Length 166 Sta.

4. Type of Project Grade, base, oil, structures

5. Survey to be done by: State ____ County R/W (County will furnish [illegible] Notes
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No X

Will it be furnished? Yes X No ____

7. Wearing Surface: Type 0-11 Width 22 Shoulders 5

8. Grading & Drainage:

By County ____ County Date of Completion ____ By Contract X

9. Bottom Base Course:

By County ____ County Date of Completion ____ By Contract X

10. Leveling Course:

By County ____ County Date of Completion ____ By Contract X

11. Wearing Surface:

By County ____ County Date of Completion ____ By Contract X

12. Clearing:

By County ____ County Date of Completion ____ By Contract X

13. Is there any merchantable timber on right-of-way? Yes ____ No X

14. Will timber be reserved for owner? Yes ____ No ____

15. Will timber become property of contractor? Yes ____ No ____

Remarks ____

MATERIAL SOURCE -

16. Gravel ____ Quarry ____ Cinders ____

17. Owner: County ____ State ____ Private X

18. Location: ____ Section ____ Township ____ Range ____ W.M.

CAR 61-8

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: County will move and/or build fence where necessary.

Remarks:____

____

FINANCIAL- -

21. Estimated Cost: $____________

22. Available FAS Funds: $ 57,000.00

23. Date Match Money is Available: 7-1-67

24. Will there be any 100% County Money? Yes____ No X

25. Maximum Amount of 100% County Money Available: $____________

26. Date County Requests Letting: 7-1-67

Remarks____

____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes____ No X

28. Will right-of-way be acquired by: Resolution____ or Deed____

29. Should State prepare options? Yes____ No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

31. Should material source site be included in right-of-way descriptions?

Yes____ No X

32. Does project run inside city? Yes____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted]

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks____

ulr 61-8

RAILROADS- None -

34. Location: ______

35. Name of Railroad: ______

36. Number of tracks: ______

37. Sight distance: ______(Left) ______(Right)

38. Number of trains______

39. Angle of intersection______

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning____ Crossbucks____ Stop____

Automatic Flashing____ Automatic Bell____ Gates____

Remarks______

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes X No____

43. Will replacement by by: County______ Contract X
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks [illegible]

______

47. Is project contingent upon other factors? Yes____ No X

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: ______

CCR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ____

____

____

____

50. (c) Surveys (Coordination with outside surveys)

Explain: ____

____

____

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes____ No X____

52. Does County wish sight posts installed? Yes X____ No____

53. Does County wish guard rail installed? Yes____ No X____

54. Does County wish seeding and mulching incorporated into job?

Yes____ No X____

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Benton County

2-1-67 Date

By E E Larkin
Judge or Commission Chairman

By Austin C Hanson
County Engineer

____
O.S.H.D. Field Engineer

Date____________________________

CCR 4-8

I-5-5(40) Wilsonville Interch.-Hubbard 1968
284 Interch. Sec., Pac. Hwy. (Grad.,
#7128 Pav., Sign., Struc. & Illum.) #2

U.S. GOVERNMENT PRINTING OFFICE: 1974—732-828

7128 9-2-77

DIVISION FILE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (HS Coulter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 32	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 9-2-77	REPORT MADE BY W. N. Bryant, Area Engr.		PROJECT NO. I-5-5(40)284
COMPLETION DATE 1-19-71	ACCEPTANCE DATE BY CONTRACT AGENCY 3-25-71	TIME ELAPSED 189 %	CONTRACT TIME completion dateof 7-31-70
APPROVED EXTENSIONS see below	LOCATION Wilsonville Interchg.-Hubbard Interchg. Section Pacific Highway, I-5		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
SEP 13 77
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications, including authorized changes and extra work.*

9-13-77

WILSONVILLE INTCHG.-HUBBARD INTCHG. SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures & Illumination

This project provided for the grading and paving of 1.22 miles of roadway, remodeling and widening of the existing Willametter River Bridge, signing and illumination. A contract in the amount of $4,448,040 was awarded to Lord Bros. Contractors, Inc., and Lord Bros. Equipment Co., Portland, Oregon on 5-10-68. Work began on 5-15-68 and was completed on 1-19-71 at a final cost of approximately $4,632,607 including claim settlement and excluding engineering. The final engineering cost, excluding legal cost involved in the claim, was $416,620.72. A total of 24 price agreements and 24 extra work orders were approved during the life of the contract.

The following is a brief description of time adjustments approved during the contract:

Unit A - Specified completion date of 10-15-69,
220 days approved on 5-17-71 adjusting the
completion date to 5-23-70. Actual completion
date of 8-14-70.

COPY SENT
SEP 12 1977

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE E.J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engr.	DATE 9-2-77	TITLE District Engr.	DATE 9-2-77

RM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Unit B - Specified completion date of 12-20-69; 177 days approved on 5-17-71 adjusting the completion date to 6-15-70. Actual completion date of 8-5-70.

Unit C - Specified completion date of 7-31-70; 233 days approved on 12-8-70 adjusting the completion date to 3-21-71. Actual completion date of 8-12-70.

Liquidated damages of $21,400 were assessed as follows:

Unit A - 23 days at $200 =	$ 4,600
Unit B - 50 days at $300 =	15,000
Unit C - 9 days at $200 =	1,800
Total	21,400

The $21,400 liquidated damages were returned as part of a claim settlement.

As a result of a cofferdam failure, the contractor submitted a claim in the amount of $389,000 plus interest. The claim was settled in August 1972 for $65,000 which includes $21,400 for liquidated damages withheld and $43,600 for the cofferdam failure.

RCS 32-30-2

FORM PR-47
(REV. 3-67)

U.S. DEP MENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

BU T BUREAU NO. 41-R2274
APPROVAL XPIRES SEPTEMBER 1, 1972

STATE Oregon
STATE CODE ______[1]
COUNTY Clackamas (R)[2]
FEDERAL PROJECT NO. I-5-5(40)284

PART A (To be completed by Bureau of Public Roads or State Highway personnel - See instructions on reverse)

ITEM		ROADWAY	BRIDGES (Over 20 ft.)	
	CONSTRUCTION TYPE CODE			DATE STARTED May 15, 1968
20	FINAL CONSTRUCTION COST	$ 1,923,250	$2,729,350	DATE COMPLETED January 19, 1971
21	LENGTH OF PROJECT	1.224 MI.	0.234 MI.	TOTAL NO. BRIDGES 3

PART B (To be completed by contractor - See instructions on reverse)

ITEM	MATERIALS AND SUPPLIES	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
1	CEMENT	BBL.	452	150
2	AGGREGATES PURCHASED	TON[3]	87,391	
3	BITUMINOUS MATERIAL	GAL.	15,391	
4	LUMBER	MFBM		376
5	TIMBER PILING	LIN. FT.		1,700
7	REINFORCING STEEL	LB.	844,059	1,857,683
8	STRUCTURAL STEEL	LB.		6,891,607
11	READY-MIXED CONCRETE	CU. YD.	11,451	15,537
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	24,976	
15	AGGREGATES PRODUCED	TON[3]/CU. YD.		
16	MISCELLANEOUS STEEL	LB.		28,000
17	FENCING	LIN. FT.	12,146	
18	GUARDRAIL	LIN. FT.	9,506	2,256
19	BRIDGE RAIL	LIN. FT.		2,692
9	PETROLEUM PRODUCTS	GAL.	150,861	100,574
10	EXPLOSIVES	LB.		
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	$ 871,777	$1,825,219
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	24,942	
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	28,354	

30	LABOR	TOTAL MAN HOURS 260,108	GROSS EARNINGS $1,510,631

CULVERT ITEMS

ITEM	SIZE (Inches)	LENGTH (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	30	1,180
	36	80
	12	424
	6	7,756
	8	556
13	CONCRETE PIPE	
	6	18,834
	12	1,235
	15	256
	18	1,985
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
26	CAST IRON PIPE	

---

[1] By BPR. [2] Insert "U" or "R" for Urban or Rural. [3] Strike out unit not applicable.

EDITION OF 9-66 MAY BE USED

(Remarks: Attach plain sheet of paper)

USCOMM-DC 15941-P67

71=8.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 27, 1976

FILE: CON 5 #7128

FROM: C. T. Keasey C T Keasey
Construction Engineer

SUBJECT: Pavement Settlement - Southbound I-5 at Wilsonville

TO: H. S. Coulter
Assistant State Highway Engineer

NOTED
H. S. COULTER

Attached is a copy of a report from Region Engineer Ed Hardt on the pavement settlement at the north end of the Wilsonville Bridge (southbound).

In my last report to you on this problem, May 30, 1973, we had profiles indicating that no measurable subsidence had occurred in over a year. New profiles taken in December, 1975, indicate a maximum of one inch further subsidence, making the total time involved over 3-1/2 years.

I agree with Ed that there is no need for corrective work at this time.

I disagree, however, with his recommendation to keep this project open. It looks to me like most of the subsidence has taken place and that anything further will be very minor in nature. My recommendation is that we go ahead and close this one out and get it off the books.

~~Attach pri [illegible]~~

Is project still open?

CTK:fr

Att.

cc: Ed Hardt

RECEIVED
MAR 1 1976
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
February 23, 1976

FILE: MAI 12

Edward L. Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: PAVEMENT SETTLEMENT
SOUTHBOUND I-5 AT WILSONVILLE

TO: C. T. KEASEY
Construction Engineer

You recently asked for our recommendations regarding corrective work (if any) to be done at the north approach to the southbound I-5 crossing of the Willamette River at Wilsonville. This pavement has shown a tendency to settle and has had corrective jacking applied to it in September of 1970.

Attached you will find a plot showing the profile of the pavement after the pavement jacking in 1970, in May of 1973, and most recently December of 1975. This data indicates that the pavement has settled approximately 1" maximum between May of 1973 and December of 1975.

We have examined the pavement both for riding characteristics and for quality of the pavement itself. On both counts we can find no reason to recommend any corrective work at this time. The ride is better than some locations on the freeway and gives large trucks no problems. The pavement surface, although cracked in a couple of places, shows no overall sign of distress.

Since the pavement is still not completely stable, we would recommend, if possible, that the project be kept open in order to take care of future possible repair work, if that becomes necessary.

ELH/cr
cc Bill Geibel
Attachment

Routing
1 Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
FEB 24 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

7128

STATE COPY

MONTHLY TRANSACTION NUMBER 2-84	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Clackmas
MODIFICATION NUMBER 2	2-19-75	PROJECT NUMBER I-5-5(40)284

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 22, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,126,656	$ 5,191,656
Federal Funds	$ 4,726,700	$ 4,787,000
Other revisions		

This modification is made for the following reasons:

To include contractor's claim settlement

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of February, 1975.

Oregon State Highway Division
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [illegible]
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-262

Oregon State Highway Division

Federal-Aid Project
No. I-5-5(40)284

WILSONVILLE INTERCHANGE-HUBBARD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, February 10, 1975

Revised Project Agreement estimate.

Type Code 7224
Roadway (Sta. 513+00 to Sta. 590+00)

Sub-total on previous estimate of December 4, 1970		$ 1,928,730.83
Additional Item		
Legal Claim Settlement	Lump Sum	65,000.00
	Sub-total	$ 1,993,730.83
	Engr. & Cont.	191,372.17
	Total	$ 2,185,103.00
Structures Same as previous estimate of December 4, 1970		$ 3,006,553.00

Length of Roadway - - - - - 1.224 miles
Length of Structures- - - - 0.234 mile

Total - - - - - - - - - - - - 1,458 miles

Cost of Roadway per mile - - - - - - - - - - $1,785,214,86

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,185,103.00	$2,015,000.00	$170,103.00
Structures	3,006,553.00	2,772,000.00	234,553.00
Total	$5,191,656.00	$4,787,000.00	$404,656.00

Group 1 - 100%
Prefix 603-1099
Contract No. 7128

STATE COPY

Monthly transaction number
12-40
Project report number
7
Modification number
1

FO R-2A
(Rev. 10-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

te
Oregon
County
Clackamas
Project number
I-5-5(40)284

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 22, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,896,876	$ 5,126,656
Federal funds	$ 4,517,000	$ 4,726,700
Other revisions		

This modification is made for the following reasons:

Increase in cost by contract bid item changes as well as approved price agreements, extra work orders and state force work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of December, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

for R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. I-5-5)40)284

WILSONVILLE INTCHGE.-HUBBARD INTCHGE. SECTION OF THE PACIFIC HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, December 4, 1970

Revised project agreement estimate.

Type Code 7224
Roadway (Sta. 513+00 to Sta. 590+00) (Contract No. 7128)

Furnishing Field Laboratory Building	1	only	1,500.00	$ 1,500.00
Temporary Protection and Direction of Traffic	All	Required		60,000.00
Clearing and Grubbing	All	Required		372,459.00
Ditch Excavation, Unclass.	10,120	cu.yd.	1.00	10,120.00*
Embankment in Place	278,975	cu.yd.	0.60	167,385.00*
Finishing Roadbed & Slopes	All	Required		3,000.00
Rounding Cutbanks	520	lin.ft.	0.15	78.00*
Trench Excavation	6,421	cu.yd.	6.00	38,526.00*
Special Backfill in Drains	2,870	cu.yd.	5.00	14,350.00
Watering	578	M-gal.	3.00	1,734.00*
Pavement Replacement	1,400	lin.ft.	1.00	1,400.00
Lime-Treated Subgrade		sq.yd.	0.35	-
Lime for Treated Subgrade		ton	30.00	-
3/4" - 0 Material in Base	5,205	ton	3.00	15,615.00*
Plant-Mix Stone Base	66,425	ton	3.00	199,275.00*
Cement Treated Base Mixture	10,720	ton	3.50	37,520.00*
Portland Cement in CTB Mixture	508	ton	38.00	19,304.00*
RS-1 Asphalt in Seal	38	ton	75.00	2,850.00*
3/4" - 0 Aggregate in Prime Coat	30	cu.yd.	5.00	150.00*
RC-250 Asphalt in Prime Coat	6	ton	55.00	330.00*
Asphalt in Tack Coat	18	ton	90.00	1,620.00*
Class "B" Asphalt Concrete Mixture	24,880	ton	5.60	139,328.00*
Asphalt Cement in Mixture	1,400	ton	30.00	42,000.00*
7" to 9" Continuously Reinforced Concrete Pavement	10,330	cu.yd.	45.00	464,850.00*
7" to 9" Reinforced Concrete Pavement	223	cu.yd.	45.00	10,035.00*
12" Reinforced Concrete Bridge End Panels	990	sq.yd.	15.00	14,850.00*
Pavement Terminal Anchors	864	lin.ft.	12.00	10,368.00*
15-inch Paved Culvert End Slopes	2	only	100.00	200.00
18-inch Paved Culvert End Slopes	4	only	120.00	480.00
12-inch Culvert Pipe	1,235	lin.ft.	3.50	4,322.50

15-inch Culvert Pipe	280	lin.ft.	4.00	1,120.00
18-inch Culvert Pipe	2,300	lin.ft.	6.00	13,800.00*
6-inch Drain Pipe	28,500	lin.ft.	1.20	34,200.00
Concrete Manholes	7	only	400.00	2,800.00*
Concrete Inlets, Type G-2M	4	only	160.00	640.00
Concrete Inlets, Type G-2MA	16	only	170.00	2,720.00
Capping Inlets	4	only	50.00	200.00
Extra for A.C. Concrete Approaches	10	only	30.00	300.00
Guide Posts, W-1	70	only	6.00	420.00*
Guide Posts, Y-2	111	only	7.00	777.00*
Median Barrier (6'-3" Post Spacing)	1,250	lin.ft.	5.00	6,250.00*
Median Barrier (12'-6" Post Spacing)		lin.ft.	4.00	-
Type 2 Guard Rail	2,690	lin.ft.	3.00	8,070.00*
Type 2A Guard Rail	3,990	lin.ft.	4.00	15,960.00*
Guard Rail Anchors	10	only	180.00	1,800.00
Type 2 Barricade	1,400	lin.ft.	2.50	3,500.00
Type 3 Fence	710	rod	30.00	21,300.00*
Salvaging Type 3 Fence		rod	8.00	-
Type 3 Fence-Salvaged Type 3 Fence		rod	12.00	-
Roadside Seeding	45	acre	120.00	5,400.00
Roadside Mulching	45	acre	120.00	5,400.00
Grass Seed Mixture	1,350	lb.	1.00	1,350.00
Inorganic Fertilizer, 22-16-8	180	cwt.	9.00	1,620.00

SIGNING

Sign Support Footings	All	Required		3,000.00
Breakaway Sign Posts	All	Required		2,800.00
Single Sign Supports	All	Required		1,000.00
Double Sign Supports	All	Required		2,100.00
Cantilever Sign Structures	All	Required		5,500.00
Sign Illumination Equipment	All	Required		2,000.00
Painted Wood Sign Posts	All	Required		1,500.00
Type "A" Signs in Place	664	sq.ft.	7.00	4,648.00*
Type "C" & "D" Signs in Place	572	sq.ft.	5.00	2,860.00*
Type "E", "F" & "G" Signs in Place	100	sq.ft.	5.00	500.00
Type "P" & "O" Signs in Place	207	sq.ft.	5.00	1,035.00
Thermoplastic Pavement Arrows	2	only	80.00	160.00

ILLUMINATION

Roadway Illumination Installation, Complete	All	Required		24,000.00
P.A. #3 Excavation Below Grade	7,283.2	cu.yd.	0.90	6,554.88
P.A. #4 Type "F" Curb	196	lin.ft.	1.80	352.80
P.A. #5 Select Embankment Material	5,378.2	cu.yd.	1.38	7,421.92
P.A. #10 Credit for use of East Borrow Area	40,000	cu.yd.	0.05	(2,000.00)
P.A. #11 Revise Illumination Poles	Lump	Sum		519.00

P.A. #13 Penalty Non-Spec. Stone Base	12,462 ton	0.25	(3,115.50)
P.A. #15 Relocate Power Service	Lump Sum		287.50
P.A. #17 30-inch C.M.P.	1,128 lin.ft.	9.00	10,152.00
P.A. #17 Granular Pipe Bedding	296 cu.yd.	4.25	1,258.00
P.A. #17 1 1/2" - 0 Backfill Material	830 cu.yd.	3.75	3,112.50
P.A. #17 Finishing Shoulder	1,025 lin.ft.	0.50	512.50
P.A. #17 Crossing & Pavement Replacement	Lump Sum		255.00
P.A. #17 30-inch CMP & R.R. Crossing	Lump Sum		900.00
P.A. #19 12-inch CMP Asphalt Dipped	303.5 lin.ft.	4.40	1,335.40
P.A. #19 Type "D" Inlet	1 only	145.00	145.00
P.A. #19 12-inch Paved Culvert End Slopes	1 only	90.00	90.00
P.A. #19 Type "G"-1 Inlets	2 only	155.00	310.00
P.A. #19 8-inch Metal Drain Pipe, Type A Coating	42 lin.ft.	3.00	126.00
P.A. #19 Concrete Curb, Type "F"	995.5 lin.ft.	1.50	1,493.25
P.A. #19 Change Type 2 Barricade to Type 2A Guard Rail	550 lin.ft.	1.96	1,078.00
P.A. #20 Remove Dead Trees	43 only	25.00	1,075.00
P.A. #23 Grout Leveling Bed	835.5 lin.ft.	1.10	919.05
P.A. #23 Precast Concrete Median Barrier	750 lin.ft.	13.10	9,825.00
P.A. #23 Transition Section, Median Barrier	85.5 lin.ft.	22.60	1,932.30
P.A. #24 Type I Mono Directional Crystals	724 only	2.04	1,476.96
P.A. #24 Type II White Markers	3,620 only	0.84	3,040.80
E.W.O. #2 Pipe Bedding & Backfill	All Required		3,128.38
E.W.O. #4 Revise Illuminaire Arms	All Required		347.30
E.W.O. #6 Special Backfill	All Required		1,238.20
E.W.O. #7 Furnish & Install 12-inch Culvert Pipe	All Required		760.75
E.W.O. #8 Construct Transition Lanes	All Required		5,890.61
E.W.O. #14 Install Drain Pipe	All Required		400.00
E.W.O. #18 Asphalt Gutter & 6-inch Pipe	All Required		786.34
E.W.O. #20 Remove A.C. Pavement	All Required		402.89
E.W.O. #21 Reconstruct Temporary Connection	All Required		10,104.13
E.W.O. #23 Revise Guard Rail Connections	All Required		835.61
E.W.O. #24 Pressure Grout P.C.C. & Overlay	All Required		20,420.00
S.F.O. 5 Temporary & Permanent Striping	All Required		11,500.00
S.F.O. 6 Maintain Type 2 Barricade & Lights	All Required		500.00
			$1,917,751.07

Work by Portland General Elect.	All Required	29.76
Flagging (60% of Contractor's Cost)	All Required	10,950.00
		$ 10,979.76
	Subtotal	$1,928,730.83
	10% Engr. & Cont.*	191,372.17
	Total	$2,120,103.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X071 Willamette River Bridge #2254A (Sta. 572+22 to Sta. 583+58.75)

Remove and Remodeling Work	All	Required		$ 120,000.00
Shoring, Cribbing, Etc.	All	Required		200,000.00
Structural Excavation	18,750	cu.yd.	1.00	18,750.00*
Structural Excavation Below Elevation Shown		cu.yd.	5.00	-
Furnish 12 BP 53 Steel Piling	57,722	lin.ft.	3.50	202,027.00*
Drive Steel Piles	678	only	120.00	81,360.00
Splice Steel Piles	752	only	26.00	19,522.00*
Seal Concrete	1,550	cu.yd.	35.00	54,250.00*
Class "A" Concrete (11,200 c.y.)	All	Required		761,600.00
110'-115' Type 5 Prestressed Beams	30	only	2,700.00	81,000.00
120'-125' Type 5 Prestressed Beams	36	only	2,900.00	104,400.00
Reinforcement (1,590,000 lbs.)	All	Required		206,700.00
Structural Steel	All	Required		600,000.00
Metal Parapet Railing, Single Pipe	2,280	lin.ft.	5.00	11,400.00
Loose Riprap	22,072	cu.yd.	5.00	110,360.00*
8-inch Metal Drain Pipe Type "A" Coating	235	lin.ft.	3.00	705.00*
Treated Timber Inspection Walks	8	M-FBM	400.00	3,200.00
Navigation Lights	All	Required		1,200.00
P.A. # 5 Increase Pile Bearing Valve	40	only	15.00	600.00
P.A. #8 Revise Piers 1 & 2	All	Required		1,757.45
P.A. #9 Install Shear Studs	4,696	only	1.59	7,466.64
E.W.O. #5 Revise Cofferdam	All	Required		11,768.98
E.W.O. #9 Pier 2 Exploration	All	Required		5,044.71
E.W.O. #11 Exploratory Work	All	Required		468.31
E.W.O. #15 Remove Cofferdam Material	All	Required		1,722.07
E.W.O. #17 Pier 3 Cofferdam	All	Required		3,375.03
				$2,608,677.19

Type Code X221 Wilsonville Interchange Structures #7505A and 7505B (Sta. 536+48.67 to Sta. 537+48.67)

Removal and Remodeling Work	All	Required		$ 50,000.00
Shoring, Cribbing, Etc.	All	Required		10,000.00
Structural Excavation	360	cu.yd.	6.00	2,160.00*

Structural Excavation Below Elevation Shown	cu.yd.	5.00	-
Class "A" Concrete (383 c.y.)	All Required		26,810.00
Preparation of Bridge Decks	All Required		3,000.00
Epoxy Concrete	cu.yd.	500.00	-
Reinforcement (92,000 lb.)	All Required		11,960.00
Metal Parapet Railing, Single Pipe	412 lin.ft.	5.00	2,060.00*
Preparation of Slopes	796 sq.yd.	3.00	2,388.00*
3-inch Slope Paving	796 sq.yd.	9.00	7,164.00*
Berm Paving	26 sq.yd.	8.00	208.00*
8-inch Metal Drain Pipe, Type A Coating	60 lin.ft.	3.00	180.00*
E.W.O. 19 Place P.C.C. Overlay	All Required		8,623.14
			$ $ 124,553.14
	Subtotal		$ 2,733,230.33
	10% Engr. & Cont.		273,322.67
	Total		$ 3,006,553.00

Length of Roadway - - - - - - - 1.224 miles
Length of Structures - - - - - 0.234 mile
Total - - - - - - - - - - - - - 1.458 miles

Cost of Roadway per mile - - $1,596,977.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,120,103.00	$1,954,700.00	$165,403.00
Structures	3,006,553.00	2,772,000.00	234,553.00
Total	$5,126,656.00	$4,726,700.00	$399,956.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 603-1099

WILSONVILLE INTERCHANGE-HUBBARD INTERCHANGE SECTION

PROJECT NO. I-5-5(40)284

Work by Portland General Electric

Labor		$117.31
Transportation		17.00
Salvage		(128.14)
Supervision		23.59
	Total (Lump Sum)	$ 29.76

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-14	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-22-68	COUNTY Clackamas PROJECT NO. I-5-5(40)284

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-3-68	1.458
OTHER *(Specify)*		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT $ 4,896,876	FEDERAL FUNDS $ 4,517,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
~~(Division Engineer)~~
R. E. Simpson, Division Engineer

Date executed by Division Engineer May 22, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

ENCLOSURE 1

PROJECT AGREEMENT NOTICE

NOTICE TO APPLICANTS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted by the applicant prior to any agreement for Federal financial assistance where the applicant will himself perform a federally assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Applicants for Federal assistance shall notify prospective federally assisted construction contractors of the Certification of Nonsegregated Facilities required by the May 9, 1967, order on Elimination of Segregated Facilities by the Secretary of Labor, as follows:

NOTICE TO PROSPECTIVE FEDERALLY ASSISTED CONSTRUCTION CONTRACTORS

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Examination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a federally assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Contractors receiving federally assisted construction contract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause:

NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a subcontract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Contractors receiving subcontract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause.

Oregon State Highway Dep[illegible]tment

Federal-Aid
[illegible]roject No. I-5-5(40)284

WILSONVILLE INTCHGE.-HUBBARD INTCHGE. SECTION OF THE PACIFIC HIGHWAY IN CLACKAMAS COUNTY

Project agreement estimate.

Salem, Oregon, May 13, 1968

Type Code 7224
Roadway (Sta. 513+00 to Sta. 590+00)(Contract No. 7128)

Furnishing Field Laboratory Building	1	only	$1,500.00	$ 1,500.00
Temporary Protection and Direction of Traffic	All	Required		60,000.00
Clearing and Grubbing	All	Required		372,459.00
Ditch Excavation, Unclass.	1,630	cu.yd.	1.00	1,630.00
Embankment in Place	311,400	cu.yd.	0.60	186,840.00
Finishing Roadbed & Slopes	All	Required		3,000.00
Rounding Cutbanks	1,300	lin.ft.	0.15	195.00
Trench Excavation	5,000	cu.yd.	6.00	30,000.00
Special Backfill in Drains	2,870	cu.yd.	5.00	14,350.00
Watering	1,700	M-gal.	3.00	5,100.00
Pavement Replacement	1,400	lin.ft.	1.00	1,400.00
Lime-Treated Subgrade	77,000	sq.yd.	0.35	26,950.00
Lime for Treated Subgrade	870	ton	30.00	26,100.00
3/4" - 0 Material in Base	8,300	ton	3.00	24,900.00
Plant-Mix Stone Base	35,800	ton	3.00	107,400.00
Cement Treated Base Mixture	14,000	ton	3.50	49,000.00
Portland Cement in CTB Mixture	630	ton	38.00	23,940.00
RS-1 Asphalt in Seal	70	ton	75.00	5,250.00
3/4" - 0 Aggregate in Prime Coat	280	cu.yd.	5.00	1,400.00
RC-250 Asphalt in Prime Coat	45	ton	55.00	2,475.00
Asphalt in Tack Coat	2	ton	90.00	180.00
Class "B" Asphalt Concrete Mixture	16,000	ton	5.60	89,600.00
Asphalt Cement in Mixture	880	ton	30.00	26,400.00
7" to 9" Continuously Reinforced Concrete Pavement	10,600	cu.yd.	45.00	477,000.00
7" to 9" Reinforced Concrete Pavement	230	cu.yd.	45.00	10,350.00
12" Reinforced Concrete Bridge End Panels	1,000	sq.yd.	15.00	15,000.00
Pavement Terminal Anchors	900	lin.ft.	12.00	10,800.00
15-inch Paved Culvert End Slopes	2	only	100.00	200.00
18-inch Paved Culvert End Slopes	4	only	120.00	480.00
12-inch Culvert Pipe	1,200	lin.ft.	3.50	4,200.00

15-inch Culvert Pipe	280 lin.ft.	$ 4.00	$ 1,120.00
18-inch Culvert Pipe	2,240 lin.ft.	6.00	13,440.00
6-inch Drain Pipe	28,500 lin.ft.	1.20	34,200.00
Concrete Manholes	4 only	400.00	1,600.00
Concrete Inlets, Type G-2M	4 only	160.00	640.00
Concrete Inlets, Type G-2MA	16 only	170.00	2,720.00
Capping Inlets	4 only	50.00	200.00
Extra for A.C. Concrete Approaches	10 only	30.00	300.00
Guide Posts, W-1	40 only	6.00	240.00
Guide Posts, Y-2	100 only	7.00	700.00
Median Barrier (6'-3" Post Spacing)	850 lin.ft.	5.00	4,250.00
Median Barrier (12'-6" Post Spacing)	880 lin.ft.	4.00	3,520.00
Type 2 Guard Rail	1,900 lin.ft.	3.00	5,700.00
Type 2A Guard Rail	2,900 lin.ft.	4.00	11,600.00
Guard Rail Anchors	10 only	180.00	1,800.00
Type 2 Barricade	1,400 lin.ft.	2.50	3,500.00
Type 3 Fence	260 rod	30.00	7,800.00
Salvaging Type 3 Fence	260 rod	8.00	2,080.00
Type 3 Fence-Salvaged Type 3 Fence	260 rod	12.00	3,120.00
Roadside Seeding	45 acre	120.00	5,400.00
Roadside Mulching	45 acre	120.00	5,400.00
Grass Seed Mixture	1,350 lb.	1.00	1,350.00
Inorganic Fertilizer, 22-16-8	180 cwt.	9.00	1,620.00

SIGNING

Sign Support Footings	All Required		3,000.00
Breakaway Sign Posts	All Required		2,800.00
Single Sign Supports	All Required		1,000.00
Double Sign Supports	All Required		2,100.00
Cantilever Sign Structures	All Required		5,500.00
Sign Illumination Equipment	All Required		2,000.00
Painted Wood Sign Posts	All Required		1,500.00
Type "A" Signs in Place	625 sq.ft.	7.00	4,375.00
Type "C" & "D" Signs in Place	533 sq.ft.	5.00	2,665.00
Type "E", "F" & "G" Signs in Place	100 sq.ft.	5.00	500.00
Type "F" & "G" Signs in Place	207 sq.ft.	5.00	1,035.00
Thermoplastic Pavement Arrows	2 only	80.00	160.00

ILLUMINATION

Roadway Illumination Installation, Complete	All Required	$ 24,000.00
		$1,741,034.00
Work by Portland General Elect.	All Required	29.76
Flagging (60% of Contractor's Cost)	All Required	5,000.00
		$ 5,029.76
	Subtotal	$1,746,063.76
	10% Engr. & Cont.*	173,106.24
	Total	$1,919,170.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code X071
Willamette River Bridge #2254A (Sta. 572+22 to Sta. 583+58.75)

Remove and Remodeling Work	All Required		$ 120,000.00
Shoring, Cribbing, Etc.	All Required		200,000.00
Structural Excavation	26,000 cu.yd.	1.00	26,000.00
Structural Excavation Below Elevation Shown	500 cu.yd.	5.00	2,500.00
Furnish 12 BP 53 Steel Piling	60,726 lin.ft.	3.50	212,541.00
Drive Steel Piles	678 only	120.00	81,360.00
Splice Steel Piles	740 only	26.00	19,240.00
Seal Concrete	1,400 cu.yd.	35.00	49,000.00
Class "A" Concrete (11,200 c.y.)	All Required		761,600.00
110'-115' Type 5 Prestressed Beams	30 only	2,700.00	81,000.00
120'-125' Type 5 Prestressed Beams	36 only	2,900.00	104,400.00
Reinforcement (1,590,000 lbs.)	All Required		206,700.00
Structural Steel	All Required		600,000.00
Metal Parapet Railing, Single Pipe	2,280 lin.ft.	5.00	11,400.00
Loose Riprap	18,000 cu.yd.	5.00	90,000.00
8-inch Metal Drain Pipe, Type "A" Coating	100 lin.ft.	3.00	300.00
Treated Timber Inspection Walks	8 M-FBM	400.00	3,200.00
Navigation Lights	All Required		1,200.00
			$2,570,441.00

Type Code X221
Wilsonville Interchange Structures #7505A and 7505B (Sta. 536+48.67 to Sta. 537+48.67)

Removal and Remodeling Work	All Required		$ 50,000.00
Shoring, Cribbing, Etc.	All Required		10,000.00
Structural Excavation	380 cu.yd.	$ 6.00	2,280.00
Structural Excavation Below Elevation Shown	40 cu.yd.	5.00	200.00
Class "A" Concrete (383 c.y.)	All Required		26,810.00
Preparation of Bridge Decks	All Required		3,000.00
Epoxy Concrete	40 cu.yd.	500.00	20,000.00
Reinforcement (92,000 lb.)	All Required		11,960.00
Metal Parapet Railing, Single Pipe	425 lin.ft.	5.00	2,125.00
Preparation of Slopes	760 sq.yd.	3.00	2,280.00
3-inch Slope Paving	760 sq.yd.	9.00	6,840.00
Berm Paving	100 sq.yd.	8.00	800.00
8-inch Metal Drain Pipe, Type A coating	90 lin.ft.	3.00	270.00
			$ 136,565.00

Subtotal	$2,707,006.00
10% Engr. & Cont.	270,700.00
Total	$2,977,706.00

Length of Roadway - - - - -	1.224 miles
Length of Structures - - - -	0.234 mile
Total - - - - - - - - - - -	1.458 miles
Cost of Roadway per Mile - -	$1,567,949.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,919,170.00	$1,770,000.00	$149,170.00
Structures	2,977,706.00	2,747,000.00	230,706.00
Total	$4,896,876.00	$4,517,000.00	$379,876.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

WILSONVILLE INTERCHANGE-HUBBARD INTERCHANGE SECTION

PROJECT NO. I-5-5(40)284

Work by Portland General Electric

Labor	$117.31
Transportation	17.00
Salvage	(128.14)
Supervision	23.59
Total (Lump Sum)	$ 29.76

7128

July 26, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Wilsonville Interchange-Hubbard Interchange
Contract No. 7128
Claim Settlement

The contractor made claims on this project related to the time liquidated damages, cofferdam work and embankment work. We reviewed these in the usual manner and, except for granting some time extension in which FHWA concurred, the claims were resisted. The contractor then requested a review by our Claims Review Board which was done on July 9, 1971. The main items of the claim as presented were denied there and we were unable to reach a compromise settlement. The contractor then filed a lawsuit against the State in August 1972 in the total amount of $389,000 (plus interest).

The trial started in late April of this year. As the trial progressed, a compromise offer was forthcoming from the contractor in the amount of $65,000 to settle all claims. After carefully considering all aspects of this matter, including the merits of claims facts themselves and the legal and trial aspects, it was decided to be in the best interest of the State to make a $65,000 settlement and dispose of the matter without the possibility of a much higher court award. This has been paid and federal-aid participation was claimed on Voucher 42046 dated 5-6-74.

The purpose of this letter is to complete the record and document the factors which led to the above decision and justify the settlement secured. The compromise settlement was strongly recommended by the State's legal counsel, Mr. Don Howe, after the case had been in court for some two days or so (Mr. Howe's report of 5-29-74 is attached).

$21,400 of this settlement should be considered the return of time liquidated damages already withheld from the contractor. This amount remained withheld after a time extension approved earlier, and we are already on record with you recommending significant additional time extension, but which was not approved and subsequently became part of the contractor's lawsuit. The time matter is closely related to the cofferdam work, and the so-called cofferdam collapse that occurred at Pier 2 on November 21, 1968.

Several facts related to the cofferdam had potential for harming the State's position in court. The contractor's working drawing for the cofferdam had been "approved" by the State and prominently bears a stamp with that word, even though this is subject to the limitations found in Section 5-3 of the 1964 Standard Specifications. The specification wording also requires very careful interpretation in order to derive its intended meaning. We do not believe the contractor's cofferdam was built according to his working plan which shows approval of the State, but we did not have the facts of the cofferdam construction tightly documented. There are no well-documented objections to the fabrication methods employed by the contractor or to the additional extension added to the height of the cofferdam.

Another negative factor from the State's standpoint was the unanticipated obstruction in the pier footing area which was part of the construction of the first or existing bridge. This was not properly shown on the State's plan and an Extra Work Order (No. 5) made additional compensation to the contractor because of it. This increased the probability that delays to construction of the cofferdam at Pier 2 would be demonstrated to have been a factor in the collapse of the cofferdam since it forced construction of the cofferdam into a later part of the year thus subjected to higher water elevations. It would also have come out in a trial that there was information on the plans which could have misled the contractor with regard to the water elevation he could expect and would have had to work in. Plans showed a mean low water of elevation 50 and indicated the seal was designed for water elevation 60. In fact, the water did not get down to below 53 during the course of the project, and the records indicate that water elevations of greater than 60 could be anticipated, probably intermittently five months during a normal year. Time limit placed on the contract would have precluded the contractor from discontinuing work in the river during these higher water periods. The higher the water elevation the more expensive the cofferdam would be to construct.

The State would have been unable to fault the contractor's money derivation of his extra costs related to the cofferdam collapse. His claim amount was not grossly inflated and we would have to agree that the collapse cost him a significant extra amount of money. The redesign and resulting added construction cost claimed at Pier 3 is also reasonable.

Excluding the $21,400 return of liquidated damages, the rest of the settlement amounts to $43,600. This amounts to only a little more than 10¢ on the dollar of the contractor's remaining claims (11.9 percent). We thought one part of the lawsuit concerning embankment material was completely without merit and excluding that item also, the $43,600 amounts to about 20¢ on the dollar for the $199,000 claimed on cofferdam work (21.9 percent). In the overall perspective of the relative merits of the claims and the potential, the settlement made was believed to be in the best interest of the State and eligible for the federal participation which we received.

Att.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
E. L. Hardt
V. L. Gallagher

File copy

NOTED
HELEN [illegible]

REPORT OF SETTLEMENT OF CASES OTHER THAN CONDEMNATION

File: L- 6808

R-

To be submitted to Commission: May 29, 1974 Approved by Commission:

Name of Case: Lord Bros. Contractors Inc. v. State County: Marion

Cause of Action: Contract

Demands of Plaintiff: 389,000

Settlement: 65,000

REMARKS: See attached pages

(signed by Don Howe)

Under the First Cause of Action plaintiffs were seeking to recover $169,000 based upon the fact that the State had provided a borrow pit which was a prospective source and that said borrow pit contained excessive fines and the State knew it. There is no question that the plaintiff had considerable difficulty in compacting the fill from the borrow pit to the State's requirements. The plaintiffs had as evidence a letter indicating their difficulty may have arisen because of unsuitable fill material. This letter was written by the grading inspector. The State had in its possession granulometric analyses some of which dictated fines which were materials passing the 200 sieve up to 24%. Plaintiff had a qualified soils expert who testified that 6% was the greatest percentage of fines which would be allowable for good fill material. The issue was thus raised whether or not the State breached its obligation to disclose to the plaintiff information concerning the borrow site.

Under the holdings of Walla Walla Port District v. Palmberg 280 F2d 237 (9th Cir. 1960) Alpert v. Commonwealth 258 NE2nd 755 (Mass 1970) Warner Construction Corp. v. City of Los Angeles 87 Col Reptr 444, 466 P2d 966 the court could have found that the State breached its duty to disclose all relevant information concerning the borrow pit shown on the plans as a prospective material source for embankment.

The plaintiff's Second Cause of Action was for liquidated damages in the sum of $21,400. Plaintiff intended to call the Deputy State Highway Engineer and Resident Engineer who had, in writing, recommended time extensions which would eliminate liquidated damages. It is my view that in the light of such evidence the court would have followed the holding in Jefferson Hotel Co. v. Brunbaugh 168 F 129 and 19 F 16 and refused to apportion damages and would have found for plaintiff on this issue.

Plaintiff's Third Cause of Action was for a cofferdam failure and is in the amount of $167,000. The plans submitted for building were faulty in two respects. First they showed a mean low water level of 50.08 feet when in fact low water was about 54 feet. Second they showed the seals of the existing bridge in the wrong location. As a result there was a delay til the actual location of the existing seal could be ascertained. It was then found that in driving the sheet piling the old seal still obstructed the new cofferdam sheets and a plan was devised to step up the sheet pile over the old seal and brace them against the forting.

Prior to this plaintiffs had submitted a plan which was marked approved subject to the provisions of 5-3 of the standard specifications. The plan showed a water elevation of 50.08 feet and the sheets were at elevation 60 feet. Subsequently, high water occurred on October 12 and flooded the cofferdam. The plaintiffs then welded an additional 10 feet of sheet piling to make the cofferdam at elevation

70 feet and installed an additional ring. The seal was poured November 6. When pumping the cofferdam on November 21 with the water elevation at 66 feet the cofferdam collapsed. The delays caused by changes in the plans caused the contractor to pump the cofferdam at a time of higher water.

Whether or not the cofferdam was weakened as a result of the sheets being placed on top of the old seal rather than driven into the river bottom could be a subject of dispute which could be decided against the State and create liability in the State.

Plaintiff's Fourth Cause of Action was for obstructions on the river bottom which were in the form of the seals of the existing bridge. Plaintiff was compensated by extra work order number 17 in the sum of $3,375.03. I do not see how they could have had a valid claim for any additional amount on this Cause of action.

FORM No. 941—Civil Subpena—Circuit Cour ed by Attorney

SN

In the Circuit Court of the State of Oregon

Rec- 11:10 AM.
4-17-74
CH

FOR THE COUNTY OF **Marion**

LORD BROS. CONTRACTORS, INC., Plaintiff, vs. STATE OF OREGON, Defendant.	Case No. 3901 CIVIL SUBPENA Duces Tecum (See **)

TO: Cecil W. Head, Highway Bldg., Salem, Oregon (office)
1915 23rd St., N.E., Salem, Oregon (home)

IN THE NAME OF THE STATE OF OREGON:

You hereby are required to appear in the Circuit Court of the State of Oregon for the County of Marion, *at Room* XXXXXXX of Presiding Judge of Circuit Court *of the County Court House of said county in the City of* Salem, *Oregon, on the* 22nd *day of* April, 1974, *at* 9:30 *o'clock* A *.M., to testify as a witness in the above entitled cause on behalf of* Plaintiff ** and bring with you the Soundscriber disk which has recorded upon it the Oregon State Highway Commission meeting of June 22, 1971 and the machine upon which this Soundscriber disk can be played.

/s/ Thomas L. Gallagher, Jr.
Attorney of record of the party to the above action, suit or proceeding in whose behalf the witness is required to appear.

Address 1408 Standard Plaza, Portland, Oregon 97204 Phone 226-7321

STATE OF OREGON)
) ss.
County of Marion)

I hereby certify that the foregoing is a true and correct copy
of the original and the whole
thereof

JAMES F. HEENAN
Sheriff of Marion County Oregon
By Deputy

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

If an officer, state title.

For Civil Subpena issued by clerk, see S-N Form No.

NOTED
C. W. HEAD

Proof of service made by person other than sheriff.

STATE OF OREGON, County of ss:

*I, ,
being first duly sworn, depose and say that the within subpena was delivered to me for service on , 19 ; that I served the same within the county and state aforesaid on the day of , 19 on the within named by delivering to him personally a copy thereof and giving or offering to him at the same time the fees (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance: that I am a competent person over the age of 18 years.*

Subscribed and sworn to before me this day of , 19 .

Notary Public for Oregon

(SEAL)

My Commission expires

Proof of service if made by sheriff.

STATE OF OREGON, County of **Marion** *ss:*

I hereby certify that the within subpena was delivered to me for service on , 19 ; that I served the same within the county and state aforesaid on the day of , 19 , on the within named **Cecil W. Head** *by delivering to him a copy thereof personally and giving or offering to him at the same time the fees and mileage (named below) to which he is entitled for travel to and from the place designated in said subpena and one day's attendance.*

Sheriff of **Marion** *County, Oregon*

By Deputy

Witness fees	$ 5.00
Mileage	$ .20
Paid by	$

No. **3901**

In the Circuit Court
of the State of Oregon
for the County of **Marion**

LORD BROS. CONTRACTORS, INC.,
Plaintiff

vs.

STATE OF OREGON,
Defendant

CIVIL SUBPENA
Issued by Attorney
Duces Tecum
(FORM No. [illegible])

Filed , 19

Title

By Deputy.

STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

#7128

5

April 15, 1974

Mr. Vale Shermerhorn
Hydrologist in Charge
River Forecast Center
320 Custom House
Portland, Oregon 97209

Dear Mr. Shermerhorn:

The State Highway Division is involved in litigation with Lord Brothers, contractor for the Wilsonville Interchange-Hubbard Interchange Section of Interstate 5, concerning the failure of a cofferdam around one of the piers for the Willamette River Bridge at Wilsonville.

We are in need of a certified copy of your Form No. 531-4, "Report on River Stage Information", dated February 1964 for the staff gage at the boat landing at Wilsonville. Please contact Richard Lenz of our Hydraulics Unit, telephone 378-6569, for any questions regarding this request.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RLL:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
R. L. Lenz

5

April 10, 1974

Colonel Clarence D. Gilkey
District Engineer
Corps of Engineers
Post Office Box 2946
Portland, Oregon 97208

Dear Colonel Gilkey:

The State Highway Division is involved in litigation with Lord Brothers, contractor for the Wilsonville Interchange-Hubbard Interchange Section of Interstate 5, concerning the failure of a cofferdam around one of the piers for the Willamette River Bridge at Wilsonville. We are in need of a certified statement on the bankful and flood stages of the river at the I-5 bridges near Wilsonville.

The Portland Office of the NOAA has the "Report on River Stage Information" dated February 1964 for their staff gage at the boat landing near Wilsonville. This report indicates that the bankful and flood stage data, based on damage curves, were obtained from the Economic Section of the Corps of Engineers. At that time their staff gage (El. 50 msl, 1929 datum) showed that the bankful and flood stages were 25 and 30, respectively. A staff member from your Hydrology Section informed us that a recent study on the Willamette River near Wilsonville indicated a reduction of 5 feet in the bankful and flood stages. This was discussed with George Holmes of your Hydrology Section on April 1.

We would like a certified statement from you concerning the bankful and flood stages on the Willamette River near Wilsonville from February 1964 through 1969, inclusive. If you have a question regarding the exact information requested, please contact Richard Lenz of our Hydraulics Unit (telephone 378-6569).

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RLL/WHT:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
R. L. Lenz

7128

Form FHWA 121 (Rev. 5-73)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 4, 1974

In reply refer to: 10-41-A6

SUBJECT: Oregon I-5-5(40)284
Wilsonville Interchange-Hubbard Interchange Sec.
Pacific Highway
Contract #7128

FROM : G. L. Green, Division Engineer

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. Donald J. Howe, Assistant Attorney General
Department of Justice

[illegible]
A. E. [illegible]

On April 2, 1974, Mr. Gallagher visited our office as legal representative of Lord Bros. in connection with their suit on this project. In his discussion with Mr. Christianson, Area Engineer, he asked for and received copies of the following:

November 12, 1970 letter from A. E. Johnson to R. E. Simpson
December 8, 1970 reply from R. E. Simpson (by Valach) to R. L. Porter
May 17, 1971 reply to Mr. Johnson's May 6, 1971 letter from Simpson (by Valach) to Porter

A copy of each is attached for your review. No other documents were reviewed.

Mr. Gallagher also asked about testing requirements that FHWA may have required or knowledge we may have had regarding materials taken from the borrow source and used in the embankment. He was advised that we were aware of normal routine testing, we were not aware of any unusual conditions or characteristics and that our periodic inspection of grading operations did not reveal any symptoms of poor materials or unusual conditions.

GLGreen
G. L. Green

Enclosures

RECEIVED
APR 8 1974
Office of
Assistant State Highway Engineer

Coulter
cy. [illegible]
[illegible]
4-8-74

RECEIVED
STATE HWY ENGR
[illegible] 5'74
REFER TO
Cy [illegible] J Howe

A ✓
Bak
Acct:

Box 300
Salem OR 97308

May 17, 1971

08-35-DA

R. L. Porter, State Highway Engineer
Salem, Oregon

Original signed by
E. J. Valach
Dist. Engineer

R. E. Simpson, Division Engineer
Salem, Oregon

Oregon Project I-5-5(40)284
Wilsonville Interchange-Hubbard Interchange Section
Pacific Highway - Contract 7128
Request for Extension of Contract Time

Mr. Johnson, by May 6 letter, presents a new approach to the subject time extension. The revised proposal would allow more time and significantly reduce the amount of liquidated damages.

The details of this extension have been the subject of several discussions between your Regional Construction Engineer and our Area Engineer during the past few months. An agreement as to concept has been reached and the resultant analysis represents a sound analytical approach. Based on this background and Mr. Johnson's presentation we are now prepared to modify the condtions of our December 8, 1970, memorandum.

We concur in your proposal, as requested, with one minor exception. Even though the project was opened to traffic on August 13, 1970, all work under Unit "A" was not completed until August 14. Liquidated damages, at $200 per day, should be charged through the 14th. This would result in a total liquidated damages assessment of $21,400.

Federal participation will now be based on the dates shown in Mr. Johnson's letter as modified by the previous paragraph in this memorandum. We will consider this to be final action on this matter. The time analysis bar chart is herewith returned as requested.

Enclosure

CTC:bk

Box 300
Salem OR 97308

Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

December 8, 1970

08-35-DA

Original signed by
E. J. Valach
Dist. Engineer

R. E. Simpson, Division Engineer
Salem, Oregon

Oregon Project I-5-5(40)284
Wilsonville Int. - Hubbard Int. Section
Pacific Highway - Contract 7128
Request for Extension of Contract Time

Your analysis of the contractor's request for time extension was presented for review and concurrence in Mr. Johnson's November 12 letter. The concept of consolidating all time into one category would seem to violate the intent of the contract which sets forth three individual completion dates for different work categories. The Contractor submitted his request in three units of time and the work on this project should lend itself to breakdown in accordance with the contract time specifications. An intertie between categories is recognized but should not be significant with the possible exception of traffic shifting. The major delay in traffic shifting seems to have been as a result of the cofferdam collapse at Pier 2. Since your letter makes no reference to a request for time based on the cofferdam failure, we must assume that the failure, and all ramifications thereof, are considered the responsibility of the contractor. Under this concept the delays associated with the cofferdam are removed from contract time considerations. We assume that the delay caused by this failure has been included in the contractor's 300-day claim for weather delay.

In our analysis of the data presented we plotted each delay, as tabulated in Mr. Johnson's letter, on a calendar to show time overlaps. The dates used were those represented as the contractor's with the exception of Items 19, 20, 30, and 32 where the State's dates were used. Items not supported by dates were given the recommended time value without consideration to concurrent work. We have also taken the extremely liberal viewpoint of equating each day of supportable delay, including each day when tabulated change order work was performed, to an equivalent day of extended time. On this basis the time extensions were computed to be as follows:

Unit "A" - 159 calendar days
Unit "B" - 98 calendar days
Unit "C" - 233 calendar days

(more)

This results in revised completion dates as follows:

Unit "A" - March 23, 1970
Unit "B" - March 28, 1970
Unit "C" - March 21, 1971

In establishing categories we placed such items as PCC Pavement correction, drainage work on the south approaches, pavement markers, fencing and precast median barrier in Unit "C". This excludes late change order work from Unit "A" and establishes a date of substantial completion for roadwork based on field records. Completion dates for each time unit are established as follows:

Unit "A"	Completed August 14, 1970
Unit "B"	Completed August 5, 1970
Unit "C"	Not yet completed.

In accordance with Article 8-7 of the Special Provisions, liquidated damages should be applied as follows:

3-23-70 to 3-28-70	5 days @	$200	=	$ 1,000
3-28-70 to 8-5-70	130 days @	$300	=	39,000
8-5-70 to 8-14-70	9 days @	$200	=	1,800
Total				$41,800

Project records show that liquidated damages, as of the last progress estimate, have been applied in the amount of $86,400.

Our concept of granting a day of extension for each day when extra work or delays were experienced should compensate for the differing climatic conditions. Some of the delays occurring in the summer forced the delayed work into periods of adverse weather. Some of the work was not wholly dependent on weather and a considerable amount of work would have been performed during winter months in any case.

Based on our analysis, Federal participation will be based on the schedule of liquidated damages presented herein. Considering our projected new completion dates we see no need for a second extension request since all remaining work is covered under Unit "C".

CTChristianson:js

4 — 0 days

5 — June 5-12
5-13)

A = 159
B = 98
C = 233

F.Y. 1969

1968
JULY

S	M	T	W	T	F	S
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
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AUGUST

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SEPTEMBER

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NOVEMBER

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DECEMBER

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1969
JANUARY

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33 2 days

F.Y. 1970

1969
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OCTOBER

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NOVEMBER

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DECEMBER

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1970
JANUAR

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FEBRUAR

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APRIL

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MAY

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JUNE

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FISCAL YEARS

A1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 12, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Wilsonville Interchange-Hubbard
Interchange Section, I-5
Contract No. 7128
FAP I-5-5(40)284

Contract requirements for completion of the contract are quoted as follows:

> "Construction of all roadwork under the contract shall be completed not later than October 15, 1969. Construction of all work under the contract except field painting of structural steel and concrete finishing below the deck level on the Willamette River Bridge shall be completed not later than December 20, 1969. All work to be done under the contract shall be completed in its entirety by not later than July 31, 1970."

This specification essentially places completion of the work on a unit basis as follows:

Unit A - All roadwork - complete by October 15, 1969

Unit B - All structure work except concrete finish and steel painting - complete by December 20, 1969

Unit C - All work - complete by July 31, 1970

Status of the work on the various units as of this date is as follows:

Unit A - Items of extra work consisting of concrete median barrier north of the river bridge, raised traffic markers and correcting the settlement of the southbound concrete pavement at the north end of the bridge, all added late in the contract time period remain to be done.

Completed on [illegible] except for Pavement correction, Added curb & drainage on S. end of Bridge, pavement markers and median barrier — all of which were [illegible]

Unit B - Work was completed August 5, 1970

Unit C - Current estimated date of completion November 30, 1970

The contractor has requested that the specified completion dates be advanced, without assessment of liquidated damages, as follows:

Unit A - From October 15, 1969 to September 1, 1970 - 320 days

Unit B - From December 20, 1969 to October 30, 1970 - 280 days

Unit C - From July 31, 1970 to December 1, 1970 - 120 days

The contractor in his request has attempted to separate delays to Phase A, Phase B, and Phase C. He has claimed a delay of over 300 days in Unit A as a result of unusually severe weather conditions. This is something of an all-inclusive which would provide the time needed for completion of Unit A without having to consider delays in Unit B which resulted in delays to Unit A. In recommending against allowance of this large period of time, it becomes necessary to consider the effect the delay in one unit has upon delays in other units.

While it was reasonable to specify different completion dates for the grading work and the structural work, it is impossible to analyze or limit the effect of any delay to one phase or the other. A delay on the grading portion of the project would likely result in a delay in a traffic shift. This, in turn, would impose a delay on the structure work. The reverse would also be true since it was necessary to complete certain structural items before grading and surfacing work could be completed. On some occasions, the effect of these delays on the other work units was reduced and, in some cases where weather was a factor, the effect of the delay was increased.

The contractor's request consists of a listing of numerous items. The items considered by us warranting extensions and our findings on each are listed as follows:

1. Telephone Company Interference

Contractor: Telephone Company excavation in construction area held up grading operation from July 23, 1968 to August 5, 1968, inclusive (see letter of July 24, 1968) -- 14 days. ✓

The Telephone Company operation was located about 1,400 feet south of the project beginning, where the grading, rocking, and paving were scheduled to start.

The planned sequence of operation was upset as we could not carry through in an orderly manner on grading, base rocking, laying C-TB and paving with the Telephone Company's excavations crossing our line of operation.

To preserve the planned succession of operations it was necessary to suspend operations in this area until the Telephone Company restored their ditches and we could do our work in an economical sequence.

State: Work by the Telephone Company interfered with grading work, the completion of which was necessary in order to reroute traffic and facilitate structure work in the Wilsonville Interchange area. Telephone Company worked in the area for 28 days. Recommend that 15 days be allowed.

2. Wet Material in Borrow Area

Contractor: Grading operations suspended by the State for a decision on quality of material being taken from the State-furnished borrow pit for use as embankment on the L 5 Line

July 10 to July 12, inclusive 3 days
July 18 to July 21, inclusive 3 days

State: Contractor had access to other suitable sources of borrow. Recommend no allowance on this item.

3. Weather

Contractor: The period from August 13 to October 15, 1968, constituting 62 days of the working season had the wettest weather since 1879. We are including climatological data from the U. S. Environmental Science Services Administration which substantiates our statement. Lord Bros. required 62 days of the following years' work season June 28 to August 28, 1969 to complete grading and embankment operations planned for the 1968 work season. The total period that the work was suspended because of such weather was 10 months and 15 days. Total time equals 315 calendar days. Actual time requested in this letter -- 300 days.

State: The contractor claims and offers climatological data to back up his claim that the fall of 1968 was an extremely wet period. As a result, during this period which he would normally be expected to work, his operations were restricted. He was not able to complete a major phase of the grading and embankment operations and was forced into completing this work the following summer.

In reviewing the project activities, we find about two weeks in August and about two weeks in September when grading work was suspended as a result of rain. These rains were unusual in duration and intensity; and undoubtedly, delays to the grading during this period carried over and had a continuing effect on the remainder of the work. The delays carried over from the August-September rainy period offered reinforcement for other claims for delays, but we cannot concur that they actually delayed the job 300+ days since some grading work did continue on through the winter months. It is, therefore, recommended that 35 days be allowed for the unusual rains in August and September and that the effects of these rains be kept in mind when considering other delays claimed. The ~~four~~ five weeks which it appears to us the contractor's grading work was halted were August 17 through September 21.

4. Machinist Strike

Contractor: Our 75-ton 1201 Lima Crane required heavy machine shop work before we mounted the crane on the barge obtained for this purpose. Few machine shops in the Northwest are equipped to handle such heavy pieces of equipment. The machine shops of both states were out on strike. The necessary work was delayed until the strike was settled on July 15, 1968. When the delay became apparent, we purchased another crane and brought it to the jobsite. The boom on this crane was declared unsafe by the State Safety Department, and as a new boom could not be secured in time, the machine was not used.

[illegible] rule this [illegible]

Delay by machinist strike in adaptation of 1201 Lima Crane to barge after arrival at site, June 17, 1968 to July 15, 1968, inclusive -- 28 days.

State: Procuring equipment to accomplish the work is not a reason for an extension of time. Recommend that the 28-day delay claimed be disallowed.

5. EWO's 2 and 3 - Pipe Bedding and Backfill and Raise Manhole

Contractor: Extra Work Order No. 2 and No. 2 Supplementary Borrow Material for pipe bedding and backfill; from June 5, 1968 to June 13, 1968 the work was held up until the work order was approved and additional time was required for obtaining the borrow material and hauling away the native excavated material -- 9 days.

Extra Work Order No. 3; June 5, 1968 to June 12, 1968 existing manholes paved over by county crews required revision. Delay until approval received and work completed -- 7 days.

State: These two work orders overlap. Overlap reduces the claimed delay to 9 days and job observation indicated a 50-percent delay to the job. Recommend 5-day extension.

6. EWO No. 4 - Revise Luminaire Arms

Contractor: Extra Work Order No. 4; revise illuminaire arms on temporary light standards August 1, 1968 to August 5, 1968 -- 5 days.

State: Five days are required to perform this work. The contractor claims five days. This work did not interfere directly with any other operation and did not directly delay completion of the project. It involved the shortening of luminaire arms after the temporary illumination had been installed. While the work did not have any direct effect, any extra work ordered does have an indirect effect on completion of a project since it often deprives other items of work of labor, equipment and necessary supervision. Recommend that two days be allowed.

7. EWO No. 5 - Revise Piers 1 and 2 Cofferdams

Contractor: Extra Work Order No. 5; revise cofferdams at Pier Nos. 1 and 2 and remove old piles. Work was delayed from August 15, 1968 to August 28, 1968, awaiting the revision and completion of the additional work -- 13 days. Extra Work Order No. 5 Supplementary; revise cofferdams at Pier Nos. 1 and 2 and remove old piles at Pier No. 2. September 5, 1968 to September 22, 1968, additional time required because the difficulties were greater than anticipated -- 21 days.

State: This is certainly a critical item in its relationship to the progress of the project. The contractor requests 34 days. However, this delay period runs from August 15 to September 22, essentially the same period as recommended under Item 3, Weather. if the weather day delay is approved, this delay will add just one day. ?

8. EWO No. 6 - Special Backfill in Subexcavated Areas

Contractor: Excavate unsuitable materials in subgrade and replace with imported materials August 22, 1968 to August 29, 1968 -- 8 days. ✓

What makes this item 6?

State: Recommend that 8 days be allowed.

4

9. EWO No. 8 - Transition Lanes

Contractor: Construct transition lanes from 4-lane to 6-lane facility northbound and southbound, 1,150 feet in length, August 12 to August 15, 1968, August 28 to September 12, 1968, September 24 to October 2, 1968 -- 29 days. ✓

State: 29 days consumed in the work; however, 7 days overlap with Items 3 and 7. Recommend 22 days be allowed. ?

10. EWO Nos. 9 and 11 - Exploratory Work Piers

Contractor: Revisions to Pier No. 2; the time expended in these revisions is included in time requested in EWO No. 5 and No. 5 Supplementary -- none. ✓

Exploratory work to determine exact location of seal at Pier 3 and footing at Pier No. 4, January 13 to January 17, 1969 -- 5 days.

State: Field records show three days, January 13, 14, and 15, 1969, on this work. Recommend three days. ✓

11. EWO No. 12 - Repair Sanitary Sewer

Contractor: Repair damaged sanitary sewer and replace culvert pipe; October 4, 1968 -- one day. ✓

State: Result of survey crew staking error. One day recommended. ✓

12. EWO No. 14 - Median Area Drain

Contractor: Install drain pipe; November 4, 1968 -- one day.

State: Recommend one day.

13. EWO No. 15 - Remove Cofferdam Material

Contractor: Remove cofferdam material left in existing footing and intruding into new construction; January 17 to January 24, 1969 -- 8 days.

State: Field records show 5 days. Recommend 5 days.

14. EWO 16 - Revise Manhole

Contractor: Lower manhole and reinstall grate,March 28 to April 1, 1969 -- 4 days.

State: Recommend 4 days.

15. EWO No. 17 - Revise Pier 3 Cofferdam

Contractor: Remove cofferdam material left by previous contractor at existing Pier 3, May 4 to May 23, 1969 -- 5 days.

State: Recommend 5 days.

16. EWO No. 18 - Special Slope Drainage

Contractor: Construct asphalt concrete gutter and install 6-inch drain pipe in slope, June 3 to June 4, 1969 -- 2 days.

State: Recommend 2 days.

17. EWO No. 19 - Portland Cement Co. Overlay Wilsonville Structures

Contractor: Portland Cement overlay, November 24 to November 27, 1969, January 15, 16, 28 and 29, 1970 -- 8 days.

State: This work originally bid under Contract Item 91. Specified work proved impractical. Planning for proper solution to problem and discussions of problem took considerable time which resulted in delay to the contractor's normal sequence of operations. Recommend 8 days allowance.

18. EWO No. 20 - Remove Asphalt Cement Pavement

Contractor: Remove existing asphalt cement pavement to allow full 7-inch thickness of concrete pavement overlay, August 13 to August 14, 1969. ✓

State: Recommend 2 days. ✓

19. EWO No. 21 - Reconstruct Detour

Contractor: Revise southbound roadway detour alignment on south end of bridge, December 31, 1969 to January 23, 1970, net -- 17 days.

State: Possible delays to the completion of the project as a result of this item took the form of delays in rerouting the traffic. On the basis of the weekly reports, it appears that the earliest traffic shift which could have been made would have taken place January 12. We therefore recommend 11 days from January 12 to January 23 be allowed. ✓ Exclude

20. EWO No. 22 - Repair 12-inch Culvert, Mkt. Rd. 12

Contractor: No request.

State: Work performed April 23, 1970, not included in the contractor's request since work was performed after request submitted. Recommend that 1 day be allowed. ✓

21. P. A. No. 1 - Revisions to Fencing

Contractor: Additional fence removal, May 15, 16, 17, and June 25, 27 -- 5 days. What year? Assume 1970 ✓ ?

State: We cannotsee how this change in fencing had a direct effect on the completion of the project. We recommend 1 day be allowed. Should allow 0 or 5

22. P. A. No. 3 - Excavation Below Grade

Contractor: July 2, 3, 5, 1968, equals 4 days; September 6 through September 12, 1968, 7 days; October 24, 25, 2 days; May 22, 23, 26, 27, 28, 29, 1968, 8 days; October 13, 1969, 1 day; November 11, 12, 1969, 2 days; December 18, 1969, 1 day; 1969?, ✓

P.A. No. 3 total -- 27 days.

[illegible] in weather #3
Oct
May
Oct
Nov
Dec

State: The period September 6 through September 12, 1968 ? overlaps previous periods recommended. Recommend 20 days additional be allowed.

23. P. A. No. 4 - Type "F" Curb

Contractor: Construct Type "F" curb September 3 and 4, 1968 -- 2 days.

State: Curb was removed due to wrong information on plans. Recommend 2 days.

24. P. A. No. 5 - Increase Pile Bearing Values

Contractor: Pier No. 2 bearing pile; September 26, 27, 30, October 1, 1968 -- 4 days.

State: 40 piles involved. Observed extra time - 5 minutes per pile. Recommend 1 day.

25. P. A. No. 6 - Select Embankment Materials

Contractor: Haul and place select embankment, April 17, 21, 22 and May 8-12, 13-15, 16, 1969 -- 12 days.

5 3

State: Recommend 12 days.

26. P. A. No. 8 - Revise Piers 1 and 2

Contractor: Revise piers April 2 to April 6, 1969, inclusive -- 5 days.

State: This work ranged over the period April 2,1969 to June 10, 1970. Estimated extra time involved is near 10 days. Recommend that 5 days be granted as requested.

27. P. A. No. 11 - Revise Illumination Poles

Contractor: Revise illuminaire poles -- 1 day.

State: Error in plans. Recommend 1 day.

28. P. A. No. 14 - Detour Construction

Contractor: Detour construction August 15 to August 28, 1969 -- 14 days.

State: Revise detour to allow fill on southbound. Recommend 14 days.

29. P. A. No. 15 - Relocate Power Service

Contractor: Relocate power service -- 1 day.

State: Extra work to install underground service to illumination. Recommend 1 day.

What date?

30. P. A. No. 16 - Install Shear Studs

Contractor: No request; order was issued after he had presented his request for time extension.

What date?

State: Work required a total of 9 days. Recommend 9 days.

31. Install Conduit for City of Wilsonville

Contractor: Work on 306 feet 60-inch corrugated metal pipe through highway right-of-way at request of City of Wilsonville, January 28 to February 3, 1970, May 23 to May 26, 1969 -- 8 days.

State: This work did cause some delay to the project and was performed with our approval on an actual cost basis paid by the City of Wilsonville as a service to the City. We do not feel the contractor should be penalized as a result of performing this service which had our blessing. We therefore recommend that the 8 days requested by the contractor be allowed.

Additional time would also be in order as a result of extension of the storm sewer through Wilsonville. The contractor worked on the sewer extension from April 27 to May 13, 1970 -- 17 days. We recommend 10 days be allowed.

?

Why not 17?

Was this PA? EWO? or sep. deal?

32. Additional Items not in Contractor's Request.

Extra work -- 14 days -- period of July 31 through August 13, 1970, due to Price Agreement No. 19 for additional curb and drainage work, Price Agreement No. 20 for removal of dead trees and Extra Work Order No. 23 for revision of guardrail connections.

During December 1969, while the contractor was preparing to open the southbound structure to traffic, revisions were made in the guardrail plans, creating a delay. For the most part, this time was concurrent with other delays claimed including TCC overlay of Wilsonville Interchange structure and detour reconstruction for which all of the time requested was not recommended. We therefore recommend an additional seven days for intermittent periods during December 1969. ✓ 7 During July 1970, a water line contractor working for the City of Wilsonville delayed surfacing of the ES line. This required additional hand work which resulted in approximately two days' delay. 2 ✓ 2

There was a total of 43 change orders (PA's and EWO's) written on the contract for an aggregate amount of $192,130. Thirty-three of these were chargeable to roadway work and ten to bridge work. As stated previously, it is not possible to determine exactly how each of these affected the contractor's construction schedule due to the complexities of the work and the sequence of construction operations the overall accomplishment of the work required.

It is our determination that the change orders plus the work by the Telephone Company, the inclement weather, and the contractor's work for the City of Wilsonville delayed the contractor's work a total of 238 days.

The critical completion date for the contract is December 20, 1969, as it is the date on which the section was to be opened to uninterrupted use by traffic. Applying the 238-day delay to the December 20, 1969 date will advance this date to August 15, 1970. The section was opened to uninterrupted use by traffic on August 13, 1970.

Because of the practically impossible task of analyzing the effect of each of the individual delays to their respective units of work, we propose to recommend to the Highway Commission that the dates for both Units A and B be advanced to August 13, 1970 without assessment of liquidated damages. May we have your concurrence to this action.

This is to be considered an interim adjustment of time with another adjustment to follow when final dates are established.

Status of the work at the present time is as follows:

Concrete median barrier north of the river bridge and correcting the settlement of the PCC paving at the north end of the river bridge remain to be done on an extra work or Price Agreement basis.

Our request for the second extension will be on the basis of waiving all liquidated damages for time after August 13, 1970, because of the fact that all the work to be done that interferes with traffic will be on a force account or Price Agreement basis.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson ma
A. E. Johnson
Assistant State Highway Engineer

7128

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
108 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

claim settled 4/23/74
Hsc

RECEIVED
MAR 19 1974
Office of
Assistant State Highway Engineer

March 18, 1974

NOTED
H. S. COULTER

Mr. H. S. Coulter
State Highway Building
Salem, Oregon 97310

Re: Lord Bros. Contractors Inc., v. State of Oregon

Dear Mr. Coulter

I have contacted Ed Hunter regarding this matter and he desires that I write you this letter.

Lord Bros. Contractors, Inc., is sueing the State of Oregon on a contract claim with reference to Contract No. 7128, Wilsonville Interchange-Hubbard Interchange, grading, paving, structures, signing and illumination which essentially is the Wilsonville Bridge and the approaches to it, and the interchange at Wilsonville.

In their first cause of action they allege there was excessively fine particulate matter in the borrow area designated in the plans as a prospective source and alleged that we knew this and did not reveal it to them, and claimed damages in the amount of $169,000.

In the second cause of action they claimed their liquidated damages which were withheld in the amount of $21,400. In the third cause of action they claim $167,000 resulting from the collapse of the cofferdam at pier 2 which they allege was due to contract changes, after the contract was entered into. This claim relates to the cofferdam for pier 2. The fourth cause of action in the amount of $32,000 is for the additional material which went into cofferdam No. 3 as a result of obstructions in the river bottom which were not on the plans. The total claim is in the amount of $389,000.

I am enclosing herewith a copy of a draft of a brief which will give you some idea of the position which the State intends to take in this particular case. Mr. Hunter has suggested that your office will be able to arrange a meeting in the relatively near future to discuss the case, especially with reference to a request which has been made by the attorneys for Lord Bros., that we submit to them a settlement figure. The trial date of April 22, which has been set for this case is quite definite. It has been agreed on by both parties and we are working towards being prepared for trial at that time. Consequently, this meeting should be held reasonably expeditiously and I will expect to hear from someone from your office with reference to its setting.

Sincerely

DJHowe

Donald J. Howe
Assistant Attorney General

am
Enclosure
cc: Walt Hart
A. E. Johnson
Warren Mueller
Al Harwood
Carroll Keasey
L. W. Rulien
Ed Hunter

~~3:00 P.M. Friday~~
~~Mar. 22~~

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

LORD BROS. CONTRACTORS, INC.,)
an Oregon corporation, and)
LORD BROS. EQUIPMENT CO.,)
an Oregon corporation,)
)
Plaintiffs,) TRIAL BRIEF
)
vs.) Case No. 3901
)
STATE OF OREGON, acting by and)
through its State Highway)
Commission,)
)
Defendant.)

FIRST CAUSE OF ACTION

STATEMENT OF THE CASE

In this case, in its first cause of action, plaintiff alleges that the State represented that the State-owned borrow area west of Station 565 was a "prospective source" of embankment material.

They further allege that price agreement no. 10 provided that for the State-controlled borrow area east of the freeway at Station 555 as a source of embankment material.

It is further alleged that the material on these sources contains excessively fine particulate matter and the State knew that fact.

The contract estimated placement of 283,116 cubic yards of embankment material, with an allowance of 28,284 cubic yards for a total bid item of 311,400 cubic yards. Lord bid 60 cents per cubic yard for the placement of the embankment as required by the contract.

The post final progress estimate and cost report indicate 278,973 cubic yards of embankment in place, for which plaintiff was paid $167,384.28. In addition price agreement no. 6 compensated the contractor for 5,378.2 cubic yards at an agreed price of $1.38 per yard in place for a payment of $7,421.92. Consequently, a total of 284,352 cubic yards were placed with a total payment of $174,806.20.

MATERIAL SOURCE

The borrow area was designated on Sheet 2-B of the plans.

Section 6 of the Contract and Bond "Control of Materials" provided:

> "Section 6 - Control of Materials
> 6-2 Materials Sources
> Prospective sources of material which may warrant investigation and consideration for use by the contractor as embankment material may include, but are not necessarily limited to, the following:
>
> 1. "State-controlled borrow area located on the west side of and adjacent to the highway at approximate Station 565 as indicated on the plans. Any materials taken from this source shall be taken to the lines, grades and cross sections established by the engineer.
>
> "If the contractor elects to secure material from sources which, when viewed from the highway would, subsequent to excavation therefrom, present an appearance which is unsightly and which is not compatible with the surrounding terrain, he shall perform such sloping, trimming, excavating, filling, cleanup or other work as is necessary to bring the area to a condition not unsatisfactory to the engineer."

The contract further provides in Sec. 102 "Roadway Earthwork" as follows:

> "Section 102-1.3 Embankment Measure of Performance All earthwork performed under these provisions except excavation will be performed on the embankment measure basis. All embankment material other than obtained from required excavations shall come from sources of the contractors' own choosing. With the taking of material therefrom to be as set forth under the applicable provisions of Articles 102-2.2 and 102-2.3."

The State of Oregon standard specifications for highway construction (1964) provides as follows:

> "6-2 Furnishing Material & Material Sources"

General provisions of section (a) are not included because they are specifically made not applicable within the section.

> "(b) Designated Sources -- The State may list in special provisions or show on the plans borrow pits, gravel deposits, quarries, quarry sites and other such areas or sources of materials from which the contractor may obtain materials if he so elects or from which the contractor shall obtain materials, as hereinafter stated. These sources will be identified, defined and referred to as 'prospective sources', 'acceptable sources' and 'mandatory sources', as follows:
>
> "1. A 'prospective' source is one which may be privately-owned, State-owned, or controlled by the State under lease or other agreement (State-controlled) and concerning which the State makes no guarantee or representation, by implication or otherwise of the quantity, quality of acceptability of material available therefrom. If a listed 'prospective' source is indicated as being State-controlled, the rights to the use thereof will be provided by the State as set forth below in Article 6-2(c)."

In paragraphs 2 and 3 a definition is given of an acceptable source and a mandatory source. Section 6-2 further provides:

> "(c) Acquisition of Material Sources -- Any listed 'prospective', 'acceptable' and 'mandatory' source, as defined in Article 6-2(b), above, which is State-controlled will be provided by the State for use by the contractor without payment of royalty or other charge, and the rights to take materials therefrom and to use the State-controlled source will be provided by the State without cost to the contractor; subject particularly to the provisions of Article 6-3, 6-4, 6-5, and 6-6, and subject also to the pertinent requirements set forth elsewhere in the standard specifications or in the special provisions. All 'prospective' sources which are not State-controlled and any and all sources which the contractor may elect to use and which are not State-controlled shall be acquired by the contractor at his own expense and shall, also, the rights to use such sources for his operation thereon and the means of ingress and egress thereto."

No case was found directly in point deciding the issue whether recovery can be had in a situation where there is an excessive amount of fines in a material source for embankment and the state has knowledge of the fact that there were such excessive fines.

Other closely analogous cases indicate however that the presence of materials in an embankment source which makes construction more difficult or costly is not grounds for recovery by the contractor.

Justice and equity do not require the state to reimburse a contractor for increased expenses due merely to unexpected conditions encountered in the work making performance more difficult than anticipated, unless the failure to take into consideration the possibilities thereof was induced by or due to some act on the part of public authorities. 65 Am Jur 57, Public Works & Contracts, §176.

It is the position of the State and we believe evidence will show that there were no "excessive fines."

It is further contended in support of this motion that whether or not the state had knowledge of an excessive amount of fines recovery cannot be had. A California case supports this proposition.

In Weichman Engineers v. State of California, 107 Cal Rptr. 529, plaintiff was awarded and completed a contract for grading and surfacing a certain road. Subsequently, a claim was filed for additional costs due to a latent condition, namely subsurface boulders along the route of the road. The state had made subsurface tests which showed subsurface boulders. This information was not given to prospective bidders.

The court held that a government entity may be liable for a misrepresentation that constitutes such a breach of contract as to make the contractor unable to perform according to the contract provisions or may be liable for furnishing misleading plans and specifications under the concept of a breach of implied warrant of correctness.

The court held, however, that generally silence alone is not actionable while a misleading half truth or partial disclosure which is misleading may be. Where no representation of any kind was made and there was no disclosure of fact likely to mislead the plaintiff he could not recover.

In the case at bar, there was no representation made by the defendant as to subsurface conditions in the borrow pit. On the contrary, plaintiff was specifically warned in the contract that "the state makes no guarantee or representation by implication or otherwise of the quantity, quality or acceptability of material available therefrom. Standard Specifications 6-2(b)(1). The borrow area was state owned and provided free to the bidders to use or not as they chose.

The contract further provides as follows:

> "3-3 Examinations of Plans, Specifications, and Site of Work. It is understood that the contractor, before signing the contract, has made a careful examination of the plans, specifications, and contract; that he has fully informed himself as to the quality and quantity of materials and the character of the work required; and that he has made a careful examination of the location and condition of the work and the sources of supply for materials. The State will in no case be liable for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in advance in regard to all conditions pertaining to the work."

The plaintiff alleged in paragraph IX of the complaint that it has performed all things required of them to be performed under said contract. It has consequently admitted that it has fully informed itself of the quality of materials and has made a careful examination of the location and condition of work and the sources of supply for materials.

Knowledge of the type of material in the borrow source was not exclusively within the state and had plaintiff made a careful and prudent investigation, it would have had the same information as the state had.

The court in Weichman denied recovery, stating: "We hold that there was no misrepresentation of factual matters within the state's knowledge or concealment of material information." In this case, there was no pleading of "misrepresentation of factual matters" or "concealment of material information" and the plaintiff's case cannot stand on these pleadings.

The rationale of the Weichman case is also applicable to the claim for excessive fines in the material which was the subject of price agreement no. 10. A price agreement is an agreement voluntarily entered into between the parties during the course of performance of the contract to obtain extra work or extra material. In price agreement 10, an agreement was arrived at between plaintiff and defendant whereby plaintiff could obtain embankment material from a state-owned source east of the freeway.

The material used was "special borrow which the contractor was obliged to provide and did so by agreeing to pay five cents a cubic yard for such material. This price agreement was made subject to provisions of 102-2.2 and 102-2.3 which provide as follows:

> "102-2.2 Special Borrow. Special borrow material, which is defined as material obtained from borrow areas lying outside of, separated from and independent of planned roadbed excavation or other required excavation occurring within the project limits, shall be provided by the contractor and used in the work only when called for by the plans or special provisions or when specifically directed by the engineer, and not otherwise. Specific sources of special borrow material and any special conditions under which the materials are to be taken therefrom will be set forth in the special pro-

visions. In general, the following provisions shall apply to special borrow excavation:

"(a) Borrow pits shall be of reasonably uniform depths and widths, shall have side slopes not steeper than 1:1 and shall be left neatly trimmed and, when practicable, shall be thoroughly drained. The requirements of the State Sanitary Authority shall be fully met.

"(b) If borrow material is taken from areas which have a natural growth of trees or shrubs, a border or fringe of such natural growth shall be left as a screen between the area and any public road from which the area is visible, so as to conceal the scar of the borrow areas from the users of said public road.

"(c) Unless otherwise set forth in the special provisions, sources of special borrow material shall lie wholly outside of and beyond the limits of State-controlled property and shall be acquired by the contractor at his own expense, as shall also the right to use property for hauling, development and all other purposes connected with his operations at or in the vicinity of the source or sources.

"102-2.3 General Quality Requirements for Special Borrow Material. Special borrow materials provided for general embankment construction shall be earth, sand, gravel or rock, or combinations thereof, which shall be free of peat, humus, muck, vegetative matter, organic matter, excessive moisture or other characteristics detrimental to the construction of firm, dense and sound embankments.

"As set forth in Article 102-2.1, selective use of the special borrow materials in various parts of the work will be required as specified.

"Special borrow materials of unsuitable quality or unsuitable characteristics or which fail to produce specified results in use shall be classed as nonacceptable material and will be excluded from the pay quantities."

It was consequently the contractor's obligation to provide for himself the special borrow. This he did by agreeing to buy from the state. It was their duty to see that the borrow material was acceptable. Their failure to do so if the material was not acceptable, cannot be the basis for any liability on the part of the state.

Notice

The contract provides in the standard specification as follows:

> "9-6C. Claims for Extra Compensation.
>
> "In the event any situation arises which, in the opinion of the contractor, entitles him or will entitle him to compensation additional to that which he will receive at the prices and on the basis of payment specifically set forth in the contract and in previously issued work orders, price agreements and supplemental agreements, the contractor shall notify the engineer of the situation and of his intention to make claim for such additional or extra compensation. The notice to the engineer shall be made in writing and shall be delivered before any of the extra expense to be claimed is incurred. The notice shall set forth the grounds upon which the additional or extra compensation is claimed. If the notice to the engineer is not given, or if the engineer is not afforded proper facilities by the contractor for keeping strict account of actual cost, then the contractor hereby agrees to waive the claim for such extra compensation. Such notice by the contractor, and the fact that the engineer has kept such account of the cost as aforesaid, shall no in any way be construed as proving the validity of the claim. In case the claim is found to be valid and just, it may be allowed and paid for as an extra as provided in Article 4-4, for extra work, or it may be allowed and paid under a supplemental agreement to be entered into between the parties to the contract."

Paragraph IX of the First Cause of Action of the plaintiff's complaint alleges that on or about June 22, 1971, the plaintiffs mailed to the defendants their itemized statement of claim for additional expenses in the cost of construction of embankments, which claim was denied. There can be, in this case, no claim that any written notice of intention to make a claim for extra work or claim that there were previously issued extra work orders, price agreements or supplemental agreements affecting this claim. Consequently, the plaintiff has failed in all respects to comply with this provision of the contract.

The salutory effect of such a provision is easily shown in this case. Had the contractor given notice of his intention to make claim, the resident engineer could have kept accurate records of additional costs which arose as a result of the claimed "extra fines" in the borrow material. As it stands now, there is no way of proving with any degree of specificity or without the use of extreme speculation the amount of any added expense because of the claimed "extra fines".

There is a body of state law on the failure to give a required written notice. Specifically in Nelson v. Eau Claire, 175 Wisc. 387, 185 NW 168 (1921), where written notice was required it was held that the city engineer had no power to waive the required written notice of claim.

Cases can also be found where claims under Federal construction Contracts were rejected for failure to file timely claims in writing as required by the contract. An example is the rejection of one of several claims solely on this basis is in Sheppherd v. U.S. (Ct. Cl. 1953), 113 F Supp 648, 652.

There are numerous other cases, involving the application of similar provisions requiring a written order as a prerequisite to recovery by a contractor for extra work allegedly performed.

Hoskins v. Powder Land and Irr. Co., 90 Or 217, 176 P 124, (1918) was an action by a contractor, including a claim for extra work allegedly performed. The contract provided that no extra work should be done without written orders from the owner's agent or his engineer. Among other grounds for the decision, denying recovery by the contractor, the Supreme Court stated:

> "As to the items now under consideration, the plaintiff is confronted with a dilemma. If the work of clearing the borrow pits was part of the original undertaking plaintiff had no right to make an extra charge for it. On the other hand, if it was not connected with the contract, it does not constitute a lienable item. Moreover, it is not pretended that any written directions were given to perform this extra work, if extra at all, or was there any attempt to comply with the quoted excerpts from the contract in that respect." 90 Or at 225.

Kansas City Bridge Co. v. State, (S. Dak. 1933), 250 NW 343, also involved a contractors claim for extra work. The contracts contained a provision to the effect that extra work would be paid for as agreed upon in writing by the parties, or if no agreement were made, by force account. There was no allegation of either a force account order, or a prior written agreement for the asserted extra work. The trial court stated as follows:

> "The stipulation in the construction contracts that compensation for extra work should be agreed upon prior to the performance of the work is not an unusual provision in this class of contracts. The reason, therefore, no doubt, arises because of the frequent claims made by contractors for this so-called extra work. 'Municipal corporations as so frequently been defrauded by

> exorbitant claims for extra work under contracts for public improvements that it has become usual to insert in contracts a provision that the contractor shall not be entitled to compensation for extra work unless it has been ordered in a particular manner.' 119 R.C.L. 1077, § 362 . . . contractors engaged in the nature of the work here performed are neither 'unsophisticated or careless' it would have been a simple matter for the plaintiff to have agreed in writing with the commission for this extra work prior to the performance thereof. This provision of the contract is not an unreasonable provision, and we know of no reason why it should not be given effect." 250 NW at 346.

It was also held that the engineer did not have the power to waive the requirement for a written extra work order.

A similar result was reached in Schneider v. City of Ann Arbor, 195 Mich. 599, 162 NW 110 (1917). In this case the contractor was seeking to recover additional compensation in several counts. Under some of these, recovery was sought for extra work in excavating sewer trenches below grade and backfilling with gravel in order to eliminate seepage. The plaintiff claimed he was ordered to do this by the city engineer, that he requested a written extra work order, and that the engineer refused on the ground that such work was covered by the specifications. The contract provided that excavation below grade would be performed when ordered in writing by the board, and that if such work was done by the contractor without written order, he would have to backfill at his own expense. The court said, as to this claim:

> "The provisions of this contract requiring the boards order to be in writing were salutory ones and are frequently engrafted in the governing law of municipalities." 162 NW at 113.

After discussing numerous cases upholding similar provisions, the court said:

> "We conclude therefore, that the parties were bound by the terms of the contract and that plaintiff could not recover for extra work and material except pursuant to its terms, and in the manner therein provided. Nor do we think there is any evidence in the case to submit to the jury the question whether the provisions as to the written order were waived. It is true he gave evidence tending to show that the Board of Public Works delegated the power to change the contracts to the City Engineer and that it was the custom to permit the engineer to make changes. It was said in Burnham v. City of Milwaukie, 100 Wisc. 55-73, 75 NW 1014: 'As before suggested the referee seemed to appreciate the necessity of making some finding that would seem to nullify the positive requirements of the contract. He does not find there is any waiver of this condition, except as he finds the custom and he attempts to overturn a positive contract by admitting evidence of the custom and making a finding of its existence. The rule is well nye universal that usage and custom are never affected to operate against express contracts.' 162 NW at 1014.

Damages

Plaintiff alleges that its damages were caused by "excessive fines" in the material sources. Plaintiff has however no way of proving any damage even in a most speculative manner. There is not only uncertainty of any amount of possible damage, but to assume any damage at all would require the most flagrant speculation.

The amount of damage claims is $169,000. The claim is evidently based upon the "total contract" concept. This concept is premised on damages computed by taking the total amount of cost to place the embankment material and subtracting the amount paid in the bid price - in this case $.60 a cubic yard for

278,973 yards or $167,384.28.

There will be absolutely no evidence in the case of the difference in hauling or placing a cubic yard of material with "excessive fines" as contrasted to a yard of material which does not contain such "excessive fines".

The claim could well be based completely on the fact that the embankment bid was underbid in a substantial amount.

There is no way to determine whether there was any loss as a result of inefficiencies of operations by an operator who was unskilled and had had little or no experience in moving and placing materials in the quantities required by this contract.

It is obvious that any unexpected expense to the contractor was a result of compacting the material after it had been hauled and placed. The material involved in the embankment contained boulders of such size that standard testing was not possible. Section 102-3.17(c) Standard Specifications provides that in such case that the material be compacted densely and firmly enough so that the embankment material will show no appreciable deflection or reaction under compacting equipment involved.

No measure of any kind or expense in compaction is now available or susceptible of proof.

Had the contractor fulfilled the obligations of the contract a measure of the added cost of compaction (not admitting that such cost would be compensable) would have been readily computable. Section 9-6 Claims for Extra Compensation requires notice in writing of the intention of the contractor to make claim.

No notification was made to the engineer of this proposed claim and specifically no notice was given in writing. The contractor thereby in accordance with the contract waived this claim for extra compensation. That this claim was an after-thought after the contract was completed evidenced by the allegations that notice was not given until June 22, 1971, long after the contract was completed.

As has been demonstrated above, there is no way plaintiff could establish damages with reasonable certainty.

> "1. In every case actual damages sustained must be established by evidence upon which their existence and amount may be determined with reasonable certainty. Speculative damages are never allowed. Schroeder testified that needle burning of slashings would cost $1 per thousand feed of timber cut. There was no attempt made to segregate that portion of the debris which might be disposed of by needle burning, the maximum required by state statute (ORS 477.242), from that which would require hand piling in order to dispose of it. The $2 to $2.50 figure was based on hand piling. Neither was nay account taken of the slashings already disposed of by defendant, nor of the amount of debris caused by natural windfalls.
>
> "In Porter Const. Co. v. Berry et al, 137 Or 80, 93, 298 P 179, Mr. Justice Rossman, speaking for the court, said:
>
> > "'* * * A recovery can not be based upon mere guess work and when compensatory damages are susceptible of proof with approximate accuracy the necessary evidence must be supplied: 17 C.J., Damages, §90, p. 758.'
>
> "Also see Gardner v. Dollina, 206 Or 1, 288 P2d 796, 816; Wintersteen v. Semler, 197 Or 601, 636, 250 P2d 420, 255 P2d 138; Becker v. Tillamook Bay Lumber Co., 194 Or 134, 142, 249 P2d 237."
>
> Parker v. Harris Pine Mills, Inc., 206 Or 187, 291 P2d 709 (1955).

To recover damages for lost profits both the existance and the amount of such profits must be proved with reasonable certainty, Sachs v. Precision Products, 257 Or 273, 285, 476 P2d 199.

In Douglas Construction Corporation v. Mazama Timber Products Inc., 256 Or 107, 471 P2d 768, the court reversed a verdict for $6,000 based on testimony by the president of a contracting corporation that if permitted to complete the contract he would have made a net profit of $.60 a cubic yard for 14,000 cubic yards of rock placed in a roadway.

The court went on to point out that:

> "There was uncontradicted evidence that the weather was extremely bad during the period in question with both rain and snow and that weather is related to the 'expense involved * * * in the rocking of a roadway' in that 'the more it rains the muddier it gets and it is much harder to get through' and requires 'a lot more time.'"

The court also stated:

> "Also as in Randles, this court must recognize that the business of a logging road contractor is 'highly speculative in nature' and whether any profit or loss is made and any particular contract will depend upon many intangible factors such as the effects of weather and the particular terrain involved among others."

While plaintiff must fail in its proof of damages had there been any damages the plain fact is that plaintiff suffered no damage whatsoever.

Unbalanced Bid

The bid submitted by the plaintiff was what is known as an "unbalanced bid". Analysis of the bid shows that contractor bid 372,459 for "clearing and grubbing". The estimated expense of this item would not exceed $25,000. This is acceptable and usual bidding practice but the effect is to leave a balance of $347,459 which would be applied to any deficit on embankment work resulting from the 60 cents per yard bid.

Special Damages

A further reason for denying not only any claim for damages but also any testimony concerning damages is the "special damages" rule. There is no pleading of "special damage" in this case.

Here any damage is obviously the result of difficulty of compaction and not the cost of haul and placement. In claim letter dated June 22, 1971, Lord set forth the following items of damage:

> "1. Considerable material was removed after it had been placed.
>
> "2. Special efforts were made to aerate and dry embankment materials.
>
> "3. In addition to normal compaction methods, the contractor employed special equipment and also utilized normal equipment for longer periods than would otherwise have been the case.
>
> "4. Chemicals were employed in an attempt to stabilize the material.
>
> "5. The borrow area was extended beyond the defined limits shown on the plans and considerable stripping and cleaning was required in order to reach new embankment material."

No damages can be allowed for any efforts or expense due to the removal of excessive moisture in the embankment material. This is specifically required by the contract:

> "102-3.14 Removal of Excessive Moisture.

> When materials encountered in excavations are of such excessive moisture content as to make impractical their compaction to a specified density, such materials shall not be placed in embankment or as backfill until such excess moisture has been removed therefrom. Removal of excess moisture may be by aeration, drainage, rehandling or other means at the option of the contractor. Regardless of circumstance and regardless of method, any and all costs involved in the removal of excess moisture from the materials will be understood to be covered and included in the price or prices bid for some one or another of the contract bid items applicable to earthwork."

These are damages which "naturally but not necessarily" result from the placement of embankment material under adverse conditions and which must be specially plead and proved.

> "12. It is true that the allegations are those which might properly be stated in connection with a claim for loss of use, but the difficulty which this complaint is that it did not go far enough. The pleader has failed to distinguish between what are termed by the law 'general damages,' those naturally and necessarily resulting from a breach of the contract, and 'special damages,' or those naturally but not necessarily resulting from the breach complained of. The rule is that the former may be pleaded generally, while the latter, if they are to be recovered at all, must be particularly or specially pleaded. Smith v. Pallay, 130 Or 282, 289, 279 P 279; 25 CJS 753, Damages, § 131c (1).
>
> "In 25 CJS 753, Damages, § 131c (1), supra, the rule is thus stated:
>
> "'Only the damages which are the necessary result of the acts complained of can be recovered under a plea of general damages, which are the natural but not necessary result of the wrongful acts or injury, must be particularly averred in the complaint to warrant proof of or recover therefor, except where such damages are conclusively presumed from the facts stated." Parker v. Harris. Pine Mills, Inc., supra, at 208.

For the above reasons it is obvious that the plaintiff has neither properly plead nor can legally prove damages of any kind.

SECOND CAUSE OF ACTION

Scope of the Problem

The following memorandum concerns recovery of liquidated damages on Contract as alleged in the Second Cause of Action. The state has withheld $21,400 as liquidated damages pursuant to section 8-7 "Time for Completion of Work and Liquidated Damages". That section is herewith set out. (Page 8 Special Provisions)

"8-7 Time of Completion of Work and Liquidated Damages

> "Modifying the General Special Provisions for Contract Time and Liquidated Damages, bound herewith, there will be three 'Contract Times' and three daily amounts of liquidated damages as set forth in the lettered paragraphs which follow:
>
> "(a) Construction of all roadwork under the contract shall be completed not later than October 15, 1969.
>
> "(b) Construction of all work under the contract except field painting of structural steel and concrete finishing below the deck level on the Willamette River Bridge shall be completed no later than December 20, 1969.
>
> "(c) All work to be done under the contract shall be completed in its entirety by not later than July 31, 1970.
>
> "(d) Schedules of liquidated damages - Under (a), above, the daily amount of liquidated damages shall be $200.00. Under (b), above, the daily amount of liquidated damages shall be $300.00. Under (c), above, the daily amount of liquidated damages shall be $50.00. If liquidated damages should become payable concurrently under two or more of (a), (b) or (c) above, the daily amount of liquidated damages shall be $300,00."

From that section, liquidated damages were computed as follows:

"Time Adjustment

"Unit A Specified completion date of 10/15/69 + 220 days - adjusted completion date of May 23, 1970. Actual completion date August 14, 1970, 82 days excess.

"Unit B Specified completion date of December 20, 1969 + 177 days - adjusted completion date of June 15, 1970. Actual completion date, August 5, 1970, 50 days excess.

"Unit C No adjustment. . . Actual completion date January 19, 1971 was prior to the granted extended date of March 21, 1971.

"Liquidated Damage Assessment

"May 24, 1970 to June 15, 1970	23 days at $200	$ 4,600
"June 16, 1970 to August 4, 1970	50 days at $300	15,000
"August 5, 1970 to August 13, 1970	9 days at $200	1,800
	Total	$21,400"

The issue is initially difficult to grasp because of the numerous factors causing delays and the problem of determining inter-relationships and overlaps. Its difficulty is compounded by the oblique nature of the delays claimed in the contractor's complaint.

After establishing a preliminary foundation, a breakdown of delays claimed and extensions granted, including an explanation of discrepancies between the two, is provided. Following that comparison is an assessment of the validity of the rejection by the state of delays claimed by the contractor.

Preliminary Foundation

A further analysis is crucial to the determination of adjusted contract dates and the resulting liquidated damages. Recognizing the necessity to determine the interdependence of work on the roadword to work on the structure, the job was divided into five time periods. Each period establishes either a 100 percent or no carryover from Unit A (roadwork) to Unit B (structure) and vice versa.

The term carryover is an expression of the relationship between Unit A and Unit B as a result of delay factors that occurred to one unit or the other. A 100 percent carryover means that if, for example, the road work was delayed five days for causes beyond the contractor's control and a five-day extension was granted, then the structure work correspondingly would be extended five days. Taking the same example with no carryover, the five-day extension to the roadwork would have no effect on the completion date for the structure work.

It is possible to identify the delay with a specific unit of work and in general carryover or intertie to the other unit of work is easily established.

Completion of work within the alloted time required must have tight programming and close coordination of work between the two units. Initially some roadword in the form of detour construction was needed to make available structure areas, particularly in the Interchange area. After this initial staging the roadwork and the structure work would both have to progress at a very rapid rate, to the point where all traffic could be shifted to the southbound lanes.

There was no advantage to completing either the structure or roadwork for the southbound lanes ahead of the other unit. Work on either the structure or roadwork unit could not progress on the northbound lanes until traffic was shifted, thus a delay to the structure work would move the date of shifting traffic back and delay ultimate completion of the roadwork. The point in time which one unit could progress to completion independently of the other unit, was when the end spans of the northbound structure were complete so surfaceing could be completed up to the structure. This point was reached very late in the job.

Had planned staging of the project been carried out there would have been a virtual dead period of two to three months in structure work when traffic was being shifted from the northbound to the southbound lanes. The plan staging called for completion of the shoulder and right lane, which was to carry traffic while the embankment was completed and inside lanes surfaced. Then after required curing time of the PCC paving northbound traffic would be switched to the southbound lanes. During this period, structure work would have been minimal. The contractor, at his own expense, installed a retaining wall to allow completion of the southbound lanes, thus eliminating the dead period. This effort made up much of the time lost due to collapse of the pier 2 cofferdam.

In an effort to establish the independence of the two units of work through much of the job, the job was split into several time periods:

I. Commencement of project to November 21, 1968, collapse of cofferdam.

II. November 22, 1968 to about August 15, 1969, completion of spans 1 & 7, southbound structure.

III. August 15, 1969 to January 26, 1970, shifting of traffic to southbound structure.

IV. January 26, 1970 to June 1, 1970, completion of end spans northbound structure.

V. June 1, 1970 to completion of structure and roadwork units.

During Period I, accomplishment of several minor traffic shifts were necessary to allow both units of work to proceed. Scheduling of both units was very tight so in analysing the delay, it was assumed a delay to one unit would be reflected by an equal delay to the other unit.

The collapse of the cofferdam at pier 2, which marked the end of the first period, shifted emphasis away from roadwork items and it created a slack period in the roadword unit, which could absorb delays without effecting structure work.

However, during Period II any delay in structure work most certainly delayed the shift of traffic, thus delaying the ultimate completion of roadwork items. Thus, during this period analysis assumes 100% carryover of structure delay to roadwork items and 0% carryover of delay to roadwork unit to the structure unit. This period continued until the end spans on the southbound structure were complete.

During Period III, independently of each other, a large volume of work in both units required completion. A delay to either unit would necessitate rescheduling and would set back the date of traffic switch, thus delaying the ultimate completion of the other unit. During this period a 100% carryover of delay from either unit to the other unit is a reasonable assumption. As previously explained, this period was shortened considerably by the contractors effort in revising the staging at considerable cost to himself.

Period IV runs from the time traffic was shifted to the southbound structure until structure and roadwork were both completed to the point that they could continue independently of each other. This point is assumed to have been reached when the end spans of the structure were poured to allow completion of surfacing work. During Period IV, the scheduling was again very tight for both units. With a large volume of work to be accomplished during this period a delay to either unit delayed the date of independence. In analysing the delay during this period 100% carryover was used both ways.

During Period V, both roadwork and structure work could progress independently to completion. The only carryover of delay might result from re-scheduling of equipment or manpower. Delays during this period were at a minimum, therefore no carryover was assumed.

Thus whether a factor of delay for which the contractor was not responsible affected the completion dates of only one or both units of work depends on the time period within which it occurred.

What follows, then, is a juxtaposition of the delays claimed and the extensions granted for the various factors that caused adjustment of the completion dates of the contract. Statistical summaries and explanations for the discrepancies between delays claimed and extension granted also are provided.

Delays and Extensions Due to Extra Work Orders

1. Extra Work Order, (hereinafter referred to as EWO) #2 and 2 supplement, - Lord Bros. originally requested nine days; the state granted five days for both Units A and B. Reason for reduction: Four days overlapped with extra Work Order #3.

2. EWO #3, - Lord Bros. originally requested seven days but none of these days were claimed in the complaint because of the overlap with EWO #2. The state denied the request. Reason for the denial: A complete overlap with the delay granted for EWO #2 and supplement.

3. EWO #4, - Lord Bros. orginally requested five days. The state granted two days for both Units A and B. Reason for the reduction: Resident Engineer concluded this work did not directly interfere with any operation, but allowed two days.

4. EWO #5 and supplement, - Lord Bros. originally requested 34 days; the state granted two days for both Units A and B. Reason for the reduction: All but two days of the 34 days requested were concurrent with delays granted for unusual rains.

5. EWO #6, - Lord Bros. originally requested eight days,

the state denied the request. Reason for the denial: The entire eight days were concurrent with the delay granted for unusual rains.

6. EWO #8, - Lord Bros. originally requested 29 days, the state granted 13 days for both Units A and B. Reason for the reduction: All but 13 of the days overlapped with delays granted for unusual rains.

7. EWO #11, - Lord Bros. originally requested five days, the state granted three days for both Units A and B. Reason for the reduction: Resident engineer's records shown three days on this work.

8. EWO #12, - All parties agreed on a one-day extension.

9. EWO #14, - All parties agreed on a one-day extension.

10. EWO #15, - Lord Bros. originally requested eight days the state granted five days for both Units A and B. Reason for the reduction: Resident engineer's records show five days for this work.

11. EWO #16, - All parties agreed a four-day delay resulted, which the state granted as an extension to Unit A but not to Unit B. This occured during Period II, with the conclusion being road-work delays did not affect the structure unit.

12. EWO #17, - Lord Bros. originally requested five days; the state granted four days for Unit A and six days for Unit B.

13. EWO #18, - All parties agreed to a two-day delay, but as this was a Period II delay it was applied to Unit A and not Unit B.

14. EWO #19, - All parties agreed to a eight-day delay, allotted to both Units A and B.

15. EWO #20, - All parties agreed to a two-day delay, allotted by the state to Unit A only.

16. EWO #21 - Lord Bros. originally requested 17 days; the state granted 12 days for both Units A and B.

17. EWO #22, - State granted one day to both Units A and B.

Delays and Extensions Due to Price Agreements

1. Price Agreement, (hereafter referred to as PA) #1, - Lord Bros. originally requested five days, the state granted one day to both Units A and B. Reason for the reduction: The state could not see how this change in fencing had a direct affect on the completion date of the project.

2. PA #3, - Lord Bros. originally requested 27 days, the state granted 20 days for Unit A, 12 days for Unit B. Since eight days for the delay to the roadwaork occurred during Period II, those days were not carried over to Unit B. Reason for the reduction: Seven days taken up by this PA were concurrent with the delay granted for the unusual rains.

3. PA #4, - Lord Bros. originally requested two days but neither of these was claimed in the complaint becuase of the overlap with EWO #5, the state denied the request. Reason for the denial: The requested delay was concurrent with the delay granted for unusual rains.

PA #5, - Lord Bros. originally requested four days but none of these was claimed in the complaint. Reason for the denial: The requested days are concurrent with the delay granted for EWO #8.

PA #6, - All parties agreed to a 12-day extension. Since this was a Period II delay, none of the delay was carried over to Unit B.

PA #8, - Lord Bros. originally requested five days, the state granted 10 days to both Units A and B. Reason for the addition: The revision to pier #2 had a more severe impact on progress than anticipated.

PA #11. - All parties agreed to a one-day extension. Since this was a Period II delay, Unit B was not affected.

PA #14, - All parties agreed to a 14-day extension to both Units A and B.

PA #15, - All parties agreed to a one-day extension to both Units A and B.

PA #16, - No documented request found, the state granted nine days to both Units A and B.

Other Delays Claimed or Extensions Granted

1. PAs #19 and #20, - No documented request found, these items were lumped with EWO #23 and were the basis of a 14-day extension to Unit A. As this work occurred in Period V, no carryover was allotted to Unit B.

2. Telephone company interference, - Lord Bros. originally requested 14 days; the state granted 15 days to both Units A and B.

3. Wet material in borrow area, - Lord Bros. originally

requested six days; the state denied the request. Reason for the denial: Contractor was not required to use the borrow area involved, and the contractor had access to other suitable sources of borrow.

4. Weather, - Lord Bros. originally claimed 300 days, later claimed 315 days; the state granted 36 days to both Units A and B due to the unusual rains. Reason for reduction: Review indicated about two weeks in August and two weeks in September when grading work was suspended. Grading work did continue on through the winter months.

5. Machinists strike, - Lord Bros. originally requested 28 days; the state denied the request. Reason for the denial: Other arrangements could have been made. Procurring equipment to accomplish work is not a reason for extension of time.

6. City of Wilsonville's utility conduit - Lord Bros. requested eight days, the state granted five days to both Units A and B. Reason for the reduction: Three of the claimed days were concurrent with the extension granted for PA #3 in May 1969.

7. Extension of storm sewer - no documented request was found, the state granted 10 days to both Units A and B.

8. Guard rail and media revision, - no documented request was found, the state granted seven days to both Units A and B.

9. Water line conflict, - no documented request was found, the state granted a two-day extension to Unit A. As this work was during Period V, no extension was carried over to Unit B.

10. High water during pier #2 construction - Lord Bros. requested 26 days; the state denied the request. Reason for the denial: The request was denied on the rationale that the resulting delay was solely the responsbility of the contractor.

11. Collapse of cofferdam at pier #2 - Lord Bros. claimed an elapsed time of 276 days, originally requested 158 days, later requested the whole period; the state denied the request. Reason for the denial: The request was denied on the rationale that the resulting delay was solely the responsibility of the contractor.

Summary of Total Days
Plead by Lord Bros. in Complaint

EWO's - 145 days originally requested, claimed net of 119 to Unit B.

PA's - 71 days originally requested, claimed net of 62 to Unit B.

Others:

(1) Telephone company work - claimed 14 days for Unit A.

(2) Wet borrow - claimed six days for Unit A.

(3) Weather - Claimed 315 days for Unit A.

(4) Machinist strike - claimed 28 days for Unit b.

(5) City of Wilsonville conduit - claimed eight days for Unit B.

(6) Highwater - claimed 26 days for Unit B.

(7) Collapse of pier #2 cofferdam claimed 276 days for Unit B.

The state made no allowance for items (2), (4), (6) and (7) above. The reason for the disallowance is that such delays were not considered to be proper causes for extensions under the contract. See contract No. 7128, Articles 8-7 and 8-8.

Summary of Total Days Allowed by State in Granting Extensions

EWO's - Allowed 65 days for Unit A and 59 days for Unit B. Breakdown of the reduction from the amount claimed: down of the reduction from the amount claimed: Of the total discrepancy of 54 days, 11 are attributable to the engineer's assessment differing from the amount claimed by the contractor (see contract No. 7128, Article 8-8 Adjustment of Contract Time), and 43 are attributable to overlaps with extensions granted for other purposes.

PA's - Allowed 66 days for Unit A and 45 days for Unit B. A comparison of the days claimed and days allowed is somewhat deceptive for two reasons: The nine days allowed by the state of PA #16 for some reason (perhaps oversight) were not claimed by the contractor, and the state allowed 10 days fo PA #8 while the contractor only claimed five. Of the 10 days over which there is an actual discrepancy, six days are attributable to an overlap with an extension granted for unusual rains, and four days are attributable to the state's decision on PA #1.

Others

(1) telephone company work - allowed 15 days to both Units A and B. One more than claimed by contractor.

(2) Weather - allowed 36 days to both Units A and B. The discrepancy between this total and the amount claimed reflects a difference in interpretation of the contract.

(3) City of Wilsonville utility conduit - allowed five days to both Units A and B. The three-day discrepancy is attributable to an overlap with the extension granted for PA #3.

(4) Extension of storm sewer - allowed 10 days for both Units A and B. This was not utilized as a basis for the delays claimed in the complaint.

(5) Guard rail and mediam revisions - allowed seven days to both Units A and B. This was not utilized as a basis for the delays claimed in the complaint.

(6) Water line conflict - allowed two days to Unit A. This was not utilized as a basis for the delays claimed in the complaint.

(7) PA's #19 and #20, and EWO #23 as a unit - allowed 14 days extension to Unit A. This was not utilized as a basis for the delays claimed in the complaint.

Statistical Summary of Extensions Granted

Basis for the Extension	Days Granted to Unit A	Days Granted to Unit B
EWOs	65	59
PAs	66	45
Telephone Co. work	15	15
Weather	36	36
Wilsonville Conduit	5	5
Extension to sewer	10	10
Guard rail & media revision	7	7
Water line conflict	2	0
PAs #19 and #20 and EWO #23 as a unit	14	0
Total Extensions Granted	220	177

Assessment of Rejected Claims for Extension

The controlling provision of the contract with regard to adjusting completion dates is Article 8-8 of the General Special Provisions Section of Contract No. 7128.

"Article 8-8- Adjustment of Contract Time

> "The contract time, as referred to and established under Article 8-7, will be subject to adjustment either by increase or decrease for causes beyond the control of the contractor which affect the time necessary for completion of work under the contract.
>
> "Causes beyond the control of the contractor which may affect the time necessary for completion of work under the contract include, but are not necessarily limited to, those set forth in the lettered subparagraphs which follow:
>
> "(a) Delays occasioned by errors or changes in the plans or quantities or specifications of the contract.
>
> "(b) Failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties.
>
> "(c) Failure of the State to submit the contract and bond to the contractor for execution within twenty (20) days of the date of receiving bids.
>
> "(d) Temporary suspension of work under Article 8-6 for such period as the engineer may deem necessary due to unsuitable weather or due to conditions he may consider unfavorable for the prosecution of the work.
>
> "(e) Performance of extra work under Article 4-4.
>
> "(f) Under the circumstance that the contract time, as set forth in the special provisions, is expressed by the setting of a fixed calendar date of completion and the contractor is prevented by acts of God, acts of the public enemy, fire, floods, epidemics, quarantine restrictions and strikes or freight embargoes from performing any work under the contract.
>
> "Shortage or inadequacy of labor or equipment and negligence or fault on the part of the contractor shall not be considered to be beyond the contractor's control, and delays resulting therefrom shall not be considered cause for adjustment of the contract time.

> "Consideration of the adjustment of contract time will be made by the engineer pursuant to the above provisions. Any adjustment of contract time shall be as the engineer determines to be justified and his decision in the matter shall be final." (Emphasis added)

The definitions section of the Standard Specifications, section 1, makes it clear that the "engineer" referred to in Article 8-8 is not the Resident Engineer but rather the state Highway Engineer. So long as he acts pursuant to the provisions of Article 8-8, his decision as to how contract time is to be adjusted is final.

The discrepancies between delays claimed and extensions granted for EWOs and price agreements are due primarily to overlaps and partially to assessments by the engineer as to proper allowable time. The days allowed for each EWO and PA were documented at the time the work was performed.

The delays claimed by the contractor as causes for extensions in item (2), (3), (4), (6) and (7) of the Summary of Total Days Plead section of this memo (*supra*) are not justified under Article 8-8. The factors causing the delays of items (2) and (3) to the extent in excess of the 36 days allowed, and (6) are simply contingencies that the contractor should have considered when submitting his bid. With respect to the wet borrow, the contractor was not required to use the material from the borrows made available. In assessing the merits of the 315-day claim for delay due to weather, it should be noted that rather that being prevented from performing work the contractor continued with compaction work throughout the period of time he is asking for as an extension. The high water, which was substantially less than the flood stage represented by the contractor, has been rejected as a basis for extension.

The strike is not a valid basis for extension because it did not directly affect work on the project. The fact that the contractor had problems getting his crane repaired is irrelevant; Article 8-8 specifically provides that shortage of equipment shall not be considered cause for adjustment of contract time. Had the contractor had two or more operational cranes, the delay would not have occurred.

Neither is the claim of 276 days for the collapse of the cofferdam justified. The contractor undoubtedly will attempt to place the delay within Article 8-8(a). However, delays due to changes in the plans have been adequately provided for by EWO #5 and Supplement 5 and PA #8. On the contrary, since it appears facts will show that the collapse was due to the fault of the contractor, Article 8-8 specifically would preclude considering this delay as a cause for adjustment of contract times.

It is to be noted that Article 8-8 provides that causes beyond the control of the contractor "may" affect the time necessary for completion of work. Thus, even if a factor is beyond the control of the contractor, decision as to whether in fact adjustment of contract time is called for is to be made by the engineer, as provided by the last paragraph of Article 8-8.

Validity of the Claim for Liquidated Damages

Article 8-7 of the Special Provisions of the contract makes time of the essence. Article 8-8 of the contract, provides for the adjustment of contract time. Because the contract has provided for the extension of completion time, liquidated damages may be assessed for delays that the contractor is responsible for.

> "The fact that the government's action caused some of the delay presents no legal ground for denying it compensation for loss suffered wholly through the fault of the contractor. Since the contractor agreed to pay at a specified rate for each day's delay not caused by the government, it was clearly the intention that it should pay for some days delay at that rate, even if it were relieved from paying for other days, because of the government's action" Robinson v. United States, 261 US 486 (1922).

Other cases also have held that a liquidated damages provision is valid notwithstanding that part of the delay was caused by conduct of the government. See, e.g., Carnegie Steel Co. v. United States, 24 US 156, 163-164 (1916); United States v. Bethlehem Steel Co., 205 US 105, 120-212 (1907).

The distinguishing feature of an extension provision is recognized in 5 Williston on Contracts, 764-766 (3rd ed. 1961):

> "In building contracts, there is often inserted a provision . . . [authorizing] an extension of time in certain cases, by virtue of which the effect of a delay caused by the owner operates merely as an extension of the time for performance, and a new time is submitted for the old. In that event though the owner causes delay the builder is liable in liquidated damages, but the period of delay caused by the owner is deducted from the total delay. Unless the contract contains such

> a provision, the delay due to each party will not generally be apportioned."

A recent California case also recognizes this distinguishing feature. Nomellini Construction Co. v. Dept. of Water. 19 Cal. App3d 240, 96 Cal. Rptr. 682 (1971). The court there held that if there were delays caused by both parties, they were delays which the trial court would have been "obligated to apportion". The case involved a suit by a builder for amounts withheld under a contract for construction of portable houses. The determining factor, according to the court, in upholding the liquidated damages provision was that the contract provided for both liquidated damages and extensions of time for completion of the contract.

Inasmuch as the state has provided for extension in Article 8-8 of the General Special Provisions of the contract, its claim for liquidated damages under Article 8-7 is valid.

Finality of Decision of Highway Engineer

The complexity of the problem of time extension and liquidated damages claimed added emphasis to a literal construction of the provisions in Section 8-8 of Standard Provisions

> "Consideration of the adjustment of Contract time will be made by the engineer pursuant to the above provisions. Any adjustment of contract time shall be as the engineer determines to be justified and his decision in the manner shall be final."

The enforceability of such provisions have been upheld in many cases including several decided by the Oregon Supreme Court. A few of these cases are the following:

Mayer v. Eastside Logging Co., 130 Or 341, 278 P 957, 280 P 343 (1929); Friberg v. Elrod, 136 Or 186, 296 P 1061 (1931); Hoskins v. Powder Land and Irrigation Co., 90 Or 217, 176 P 124, (1918); Myers v. Pacific Construction Co., 20 Or 603, 27 P 584 (1891); Schneider v. City of Ann Arbor, 195 Mich 599, 162 NW 110 (1917).

The same principal was recently recognized in McGrath v. Electrical Construction Co., 230 Or 295, 316-317, 364 P2d 604 370 P2d 231 (1962).

Actual Damage

Although the evidence will show some actual damage was incurred as a result of the contractor's delay in completing the construction on the required date, principally the necessity of maintaining, overseeing crews of the Highway Department personnel for these additional periods, there is no requirement that actual damages be shown in this type of case. In Grants Pass v. Rogue River P.S. Corp., 87 Or 637, 171 P 400 the court held:

> "The resulting legislative situation is substantially like that portrayed and governed by the case of the City of Salem v. Anson, 40 Or 339, 67 P 190, 9. Am. St. Rep. 485, 56 LRA 169. In that instance, Anson had procured a franchise from the City allowing him the use of the streets and ally's for the purpose of establishing an electric light plant. The town exacted from him a bond almost precisely like theone in question in its general provisions. This court sustained the City in recovering the full amount of the undertaking without being compelled to show that it had suffered any special or actual damages whatever. That case rules the present one. On its authority reaffirm the judgment of the circuit court."

THIRD CAUSE OF ACTION

Plaintiff claims damages in the amount of $167,000 as the result of one or both of the following causes of the Pier 2 cofferdam collapse:

1. Plaintiff plead the "act of God" provision of the contract and alleged that abnormally high water caused the collapse.
2. Alleged that the cause of the collapse was a result of changes in the cofferdam design ordered or approved by the defendant which weakened said design.

Plaintiff submitted working drawings for the design of the cofferdam frame which was marked approved on June 27, 1968, subject to the provisions of 5-3 of Standard Specifications which provides in part as follows:

> "5-3 Plans and Working Drawings.
> "(a) General--Plans and general drawings showing such data and details as are necessary to give a comprehensive idea of the construction contemplated will be furnished by the Department; but the contractor shall submit to the engineer for approval such stress sheets, shop details or other working drawings as may be required for the construction of any part of the work, and prior to the approval of such plans any work done or material ordered shall be at the contractor's risk.
>
> " * * * * * *
>
> "For substructure work the contractor shall submit upon request drawings showing methods of cofferdam construction and other details left open to his choice or not fully shown on the engineer's drawings. The type and clearance of cofferdam, in so far as such details affect the character of the finished work, will be subject to the approval of the engineer, but other details of design are left to the contractor who will be responsible for their successful use and safety in the construction of the work under his contract."

The plans submitted by the State to the bidders which are part of the contract include Drawing No. 23445 which shows the plan and elevation of the piers to be constructed, the size and location of existing seals and footings but cofferdam details of design were left to the option of the contractor.

They also show both Mean Low Water Elev. 50.08 and "Ordinary High Water Elev. 81.58".

Pre-excavation work, began in early August, 1968. The excavation was carried down to approximate elevation 0.0, and exposed the west end of the existing footing and seal. This existing seal concrete extended farther west than indicated by the contract plans, therefor the cofferdam and seal were located 2.5 feet west of the planned location. As shown in drawing no. 24224 revision 1 and 24225, revision 1. The depth of the cofferdam seal was increased from 11'6" to 13'6" in drawing no 24224, revision 2.

Next in the construction sequence, the prefabricated structural framing system to support the sheet piling, was placed in position on August 30, 1971.

Item three, the placing of the MZ27 sheet piling was started in early September, 1968. Sheet pile interference with the existing concerete seal was encountered along the east wall of the cofferdam. After investigation of the condition at top of existing seal, it was decided to terminate the bottom of the sheets on top of the seal and brace the sheets back to the existing footing. Fill material was placed part way up the wall for additional support. The MZ27 sheets were driven in alternate lengths of 60 and 65 feet.

The 60-foot sheets were driven to elevation -10± and the 65-foot sheets were driven to elevation -5±. Additional piling 10 feet long were welded to bring the top of the cofferdam to elevation 60.

The pouring of the seal concrete, was completed November 6.

Dewatering the cofferdam was started on November 20, 1968. The afternoon of November 21, 1968, the water elevation within the cofferdam at that time was 37 feet. Numerous leaks were noted at the pile end welds and the river elevation was 67 feet. As the cofferdam was dewatered it suddenly collapsed on November 21, 1968.

The flood stage for the river at this location is 80 feet. It is obvious that the collapse was not caused by an "act of God" in that there was no flood "of abnormal intensity for the particular locality in which the work is located."

Prior to this time, the changes in plans for design provided for only two changes in the cofferdam. These involved moving the cofferdam 2-1/2 feet upstream as shown in Drawing No. 24224 revision 1 dated August 29, 1968 and No. 24224 revision 2 dated September 24, 1968 which raised the seal by two feet as shown in the plans.

The cofferdam frame was set on August 30. The delays claimed by the contractor, which appear to have been necessary are as follows:

Exploratory and sheet pile work at pier 2.

(1) The bearing values of the 40 H pilings were increased from 50 to 60 tons by Price Agreement No. 5 presumably because

of the two foot increase in the thickness of the seal. This may or may not have caused delay depending upon whether other work could have been carried on concurrently.

(2) The blocking and grouting of sheet piles which were set on top of the old seals in accordance with extra work Order No. 9 could have caused some delay in the construction of the redesign cofferdam as contrasted to the old cofferdam.

Plaintiffs were compensated for the additional work on the cofferdam as follows:

Extra Work Orders	
No. 5 and 5 Supp. Revise pier 1 and 2 cofferdams	11,923.95
No. 9. Exploratory and sheet pile work at pier 2	5,044.71
No. 11. Exploratory work at pier 3	468.31
No. 17. Pier 3 cofferdam sheet pile blocking	3,375.03
Price Agreements	
No. 5. Increase pile bearing value at pier 2	600.00
No. 8. Revise piers 1 & 2 footing due to relocation	1,757.45

The cofferdam was initially constructed with the top of sheet piling at an elevation of 60 feet. On the 16th of October it flooded and it was apparent that the cofferdam would have to be pumped out when the water level was above 60 feet. In the alternative, the cofferdam could have been left at 60 feet until the river level went down in the spring.

Had there been no delays as a result of changes ordered or approved by the State, it would have been impossible to have pumped the cofferdam and erect a sufficient number of lifts on the pier before the cofferdam flooded on October 16.

The commencement of work on the cofferdam was delayed 29 days by a machinist strike and an additional period by a defective crane. Work on the cofferdam was begun on August 16. The contractor then had 59 days to excavate, hang the frame, drive sheet pilings, excavate the cofferdam to grade, pour the seal, dewater and cut off foundation pilings, pour the footing, and pour the pier walls to an elevation where they would be out of water.

To reach this stage at pier 4 it took approximately 106 days. At pier 3 it took about 110 days with practically all of the work being done the summer of 1969 when the water level generally ran between 50 and 60 feet. At pier 1 this took 91 days. It is obvious that the contractor could not have completed the cofferdam to a stage where the cement would have been out of the water before October 16, 1968. On that date the water was over 60 feet and the cofferdam flooded and the contractor was in the high water season.

Plaintiff alleges that the State approved the plans submitted by the plaintiff depicting the cofferdam. This plan showed the general design of the cofferdam, the type of sections which were to be used, and certain details of construction. The plan showed a mean low water elevation at 50 feet and the top of the sheet piling at elevation 60 feet. Consequently, cofferdam could only have been dewatered when the water was lower than 60 feet.

The plans sumbitted by the contractor was approved for type and clearance. Other details of design are left to the contractor and there is no responsibility in the State for errors in details concerning dimensions or quality of materials (5-3 Standard Specifications).

The contractors in their design failed to consider the fact that the water level would most likely be at a higher level than the "mean low" at the time of dewatering. The contractor was fully aware that the plans failed to show the proper mean low water elevation.

Review of the resident engineer's telephone logs indicates that Pat O'Callagham told the resident engineer that the river level as shown by the "Army Engineers" was about 4' off on low water and at 20' on high. This conversation took place on May 7, 1968 and the cofferdam plans were marked "Approved" by Ken Archibald on June 27, 1968.

It is obvious that the plaintiff had knowledge before the cofferdam plan was submitted that the "mean low" water was more than 50 feet. (As a result they ran into a problem when the high water came on October 16.) Any deficiencies in the State's plans were consequently of no significance.

After October 16, they were unable to do further work on the cofferdam for a period of 12 days because it was flooded. It was then the 28th day of October and the rainy season was upon them. The water level dropped below 60 feet for a period of about 10 days in the latter part of October and early November. The contractor at that time apparently felt that they were approaching the high water period and the 60 foot elevation of the sheet piling was inadequate. Thereupon, at about this time, welded an additional 10 feet of sheet piling to make an elevation of 70 feet and added an additional ring making a total of four rings. The elevation of the bottom ring was raised from 20 feet on the approved plan to 26 feet on the structure as constructed. The added top ring was placed at an elevation of 67 feet.

Thus, there was a substantial change in design and in the strength of the frame inherent in this impromptu structure. No plans for such changes were ever submitted to the State and no approval either oral or written was ever sought or given for this completely different structure. Since there is no approval of this cofferdam as constructed, plaintiff's work was, in accordance with the express terms of the agreement between the parties, done at the contractor's risk.

Further it was not necessary that the contractor redesign the cofferdam and raise the sheet piling by an extra 10 feet. Pier 1 cofferdam was allowed to flood and remain flooded until the following spring. The same thing could have been done with cofferdam at Pier No. 2. As a matter of fact, it was more logical to flood the cofferdam of pier 2 than pier 1 because pier 2 was in a depth of water between 50 and 60 feet during the low water of the year and cofferdam No. 1 was in a depth of only 20 to 30 feet. Consequently cofferdam 2 should have been left flooded throughout the winter with work proceeding on cofferdam No. 1.

The cofferdam was faultily constructed in the following respects:

(a) Some sheet piling were driven to elevation 50 feet at top of sheet and 10 feet of piling were tacked on to an elevation of 60 feet. The welds where they joined were inadequate as is shown in photographs. Welds of the additional 10 feet of sheet piling to give the cofferdam a depty of 70 feet were also inadequate.

(b) The sections of the frames had holes burned in them for lifting purposes and these holes weakened the sections. At least one of these members broke at the point where the holes were burned.

(c) The braces shown on the plans were not placed as shown.

Any of all of the above factors could have contributed to the cofferdam collapse and would have had a material effect on its strength when the cofferdam reached a critical point of pressure.

Again, it should be reiterated the cofferdam plan as actually built with the extra ring and the extra 10 feet of sheet piling was never submitted or approved.

FOURTH CAUSE OF ACTION

Plaintiff alleges that obstructions located on the river bottom were not located as depicted on the plans and as a result they had to redesign the cofferdam at pier 3 at a cost to the plaintiff of $32,000 over the cost if the pier had been constructed as depicted in the plans.

It was the obligation of the contractor to provide adequate cofferdams. When pier 2 cofferdam collapsed, contractor had new plans provided for a considerably stronger cofferdam than that originally designed for pier 2. The same design was used for pier 3.

Any additional expense was a result of the apparent inadequacy of the first pier 2 design in the first instance and not a result of any obstructions in the river bed.

The Arthur James cofferdam contained five rings as contrasted to the four rings of the original design and was designed with 70 feet to the top of the sheet piling.

The redesign of the cofferdam was necessary to meet the contractors responsibility for its successful use and safety as provided in Sec. 5-3 of the Standard Specifications which was the contractor's contractual obligation.

It should be further noted that the Employer's Liability Law ORS 645.810(2) requires that all "Scaffolding, staging, false work or other temporary structure" must be constructed to bear four times the maximum weight to be sustained by said structure and the original cofferdam structure obviously failed to meet this standard.

AUTHORITY OF THE ENGINEER

Standard Specifications 101.02 defines "Engineer" as "The State Highway Engineer of the State, acting either directly or through his authorized representatives."

Standard Specifications 105.01 "Authority of the Engineer" provides as follows:

> "The engineer will decide all questions which may arise as to the quantity, quality and acceptability of materials furnished and work performed and as to the rate of progress of the work; all questions that may arise as to the interpretation of the plans and specifications; and as to the acceptable fulfillment of the contract on the part of the contractor. The engineer's estimates and decisions in these matters shall be final, binding and conclusive upon all parties to the contract.
>
> "It is further understood that all work to be done under the contract will not be considered completed until it has passed final inspection by the engineer and is accepted by the Commission. It is further understood that the authority of the engineer is such that the contractor shall at all times carry out and fulfill the instructions and directions of the engineer insofar as they concern the work to be done under the contract.
>
> "The engineer has the authority to suspend the work for cause as set forth in Section 108, particularly subsection 108.07.
>
> "Approval by the engineer signifies favorable opinion and qualified consent; it does not carry with it certification, nor assurance of completeness nor assurance of quality nor assurance of accuracy concerning details, dimensions and quantities. Such approval will not relieve the contractor from responsibility for errors, for improper fabrication, for nonconformance to requirements, or for deficiencies within his control."

Article 8-8 of the Special Provisions provides, among other things that the contract completion date may be temporarily extended for such period ". . . as the engineer may deem necessary due to unsuitable weather . . . " and further provides:

> "Consideration of the adjustment of contract time will be made by the engineer pursuant to the above provisions. Any adjustment of the contract time shall be as the engineer determines to be justified and his decision shall be final."

The enforceability of such provisions has been upheld in numerous cases such as:

> Mayer v. Eastside Logging Co., 130 Or 341, 278 P 957, 280 P 343 (1929);
>
> Friberg v. Elrod, 136 Or 186, 296 P 1061 (1931);
>
> Hoskins v. Powder Land & Irr. Co., 90 Or 217, 176 P 124 (1918).

The same principle was more recently recognized in McGrath v. Electrical Construction Company, Inc., 230 Or 295, 316, 317, 364 P2d 604, 370 P2d 231 (1962).

A claim hearing was held on July 9, 1971 wherein the claims which constitute the cause of action in the complaint were denied.

There is no allegation in the complaint of fraud, arbitrariness or bad faith as alleged. In Wiechman Engineers v. State of California ex rel. Department of Public Works, 107 Cal Rptr 529, 31 Cal App 3d 741 (1973), the court applied a substantial evidence rule stating:

> " . . . The trial court should not make an independent, de novo determination, for this would deprive the administrative settlement of the degree of finality

> accorded it by the contracting parties; however, the court must examine the evidence to determine whether the state engineer's decision was arbitrary. The trial court in the case before us took extensive evidence and found '[t]hat the State Highway Engineer's determination denying plaintiff's claim was supported by substantial evidence and was not the result of fraud, bad faith, gross error, or arbitrariness.' We, in turn, have reviewed the record and find substantial evidence to support the judgment of the trial court." [citation omitted] 107 Cal Rptr at 533.

Substantial evidence supporting the engineer's decision will be adduced in this case. The questions are of the type that should be determined by competent engineers as the court stated in Benjamin Foster Company v. Commonwealth, 318 Mass 190, 61 NE2d 147 (1945), cited with approval in McGrath v. Electrical Construction Company, Inc., supra, as follows:

> "'* * * For a court to substitute its own lay opinions on such matters, however well it may think itself informed through evidence, for the opinions of engineers in the field to whom the parties have entrusted such decisions would be directly contrary to the terms of the contract and in the long run likely to produce unsound results.'" 230 Or at 317.

SUPPLEMENTARY DECISIONS

Where a contractor agrees that he has carefully examined the site, conditions, etc. of a bridge construction project, the owner is not liable for damage sustained by the contractor as a result of foreseeable natural forces, upon the basis that the owner's failure to disclose an estimate or prediction that such damage might occur was a breach of implied warranty. Walter D. Giertsen Co. v. State, 34 Wis.2d 114, 148 NW2d 741 (1967).

A public agency is under no duty to bidders on an improvement contract to conduct sufficient exploratory work to discover all pertinent facts relating to subsoil conditions. P & Z Pacific, Inc. v. Panorama Apartments, Inc., (CA 9, Or., 1967), 372 F2d 759; Depot Constr. Corp. v. State, 23 A.D.2d 707, 257 NYS2d 230 (1965), Aff'd: 19 NY2d 109, 224 N.E. 2d 866 (1967); See also: Bank of Broadway v. General Aluminum Door & E. Co., 80 Ill. App.2d 15, 225 N.E. 2d 134 (1967).

A contractor cannot recover for breach of warrant where the information in the contract alleged to be misleading and there is no positive, direct statement of fact which constitutes a warranty; there can be no recovery for fraud or deceit in the absence of proof of an intent to deceive. Palmberg v. City of Astoria, 112 Or. 353, 228 P. 107, 229 P 380 (1924); O'Neill Constr. Co., Inc., v. City of Philadelphia, (Pa., 1939), 6 A2d 626.

Unanticipated events increasing the cost of performance, or rendering continued performance unprofitable, do not constitute impossibility or relieve a party from performance of his contract. C. H. Savage v. Peter Kiewit Son's Co., 85 Or Adv Sh 385, 432 P2d 519 (1967); Learned v. Holbrook, 87 Or 576, 170 P 530, 171 P 222 (1918); Wheeling Valley Coal Corp. v. Mead (CA 4, 1950), 186 F2d 219.

At least in the absence of a contrary agreement, a building or construction contractor is responsible for the protection of the work during construction; the risk of loss during construction is on the contractor. Collins v. Post, et al, 227 Or 299,362 P2d 325 (1961); Bank of Broadway v. General Aluminum Door & E. Co., 80 Ill App2d 15, 225 NE2d 134 (1967).

Where one undertakes to perform certain work for an agreed price, unanticipated difficulties in performance do not relieve him of the obligation to perform for the agreed price. Savage v. Peter Kiewit Sons. Co., 85 Or Adv Sh 385, 388, 389, 390, 432 P2d 517, 522, 523 (1967); P & Z Pacific, Inc. v. Panorama Apartments, Inc., (CA 9, Or., 1967), 372 F2d 759; Bank of Broadway v. General Aluminum Door & E. Co., 80 Ill App2d 15, 225 NE2d 134 (1967); Brent V. Head, Westervelt & Co., 138 Iowa 146, 115 NW 1106 (1908); Webb-Boone Paving Co. v. State Highway Comm., (Mo., 1943) 173 SW2d 580.

Respectfully submitted

LEE JOHNSON
Attorney General

Donald J. Howe
Assistant Attorney General
Of Attorneys for Defendant

Routing
Keasey
1 Bond
2 Jackmond 9
Hardt
4 Johnson
3 Walker
RECEIVED
MAY 30 1973
CONSTRUCTION
SECTION
Pease E
Glenn
Berg

Salem, Oregon
May 30, 1973

H S. Coulter
Assistant State Highway Engineer

Fill and Pavement Subsidence
North End Wilsonville Bridge
Pacific Highway (I-5)
Contract No. 7128

FROM: Keasey
C. T. Keasey
Construction Engineer

The subject contract, Wilsonville Interchange-Hubbard Interchange, has been held in active status pending decision on whether or not any further work should be done to correct settlement (or subsidence) which occurred at the north end of the Wilsonville Bridge.

The enclosed profiles indicate that no further subsidence has occurred in over a year and the fill has apparently stabilized. The maximum subsidence, approximately nine inches, occurred over a 100-foot section from the end of the continuously reinforced slab northerly, tapering from there up to the bridge end and back on a gradual taper to approximately Station 567+50, a total length of about 475 feet, including the 40-foot reinforced panel and the 20-foot impact panel at the bridge end. The northbound lanes experienced only about four inches of subsidence from planned grade.

Attempts were made approximately a year and a half ago to jack this pavement back up to at least improve the rideability, but it was found to be impossible to lift the terminal anchors. Some minor improvement in ride was obtained in the area of the 40-foot panel and the 20-foot impact panel, but in doing the jacking, both of these reinforced panels were broken due to uneven lifting pressures. This will no doubt progress to eventual failure, requiring at least partial replacement. The four-inch subsidence in the northbound lanes is not obvious to the eye of the driver and the slight roughness is not at all serious.

The greater subsidence in the southbound lanes, however, is quite obvious visually and at normal freeway speeds, the rise at the bridge end does give a slight floating effect. It is conceivable that at extremely high speeds a vehicle could become airborne, though this is unlikely. In rideability, the southbound lanes must be considered rough but not dangerously so.

Correction of this subsidence, which should be considered only for the southbound lanes, is estimated to cost in the neighborhood of $35,000 to $40,000, including replacement of the entire 475-foot section of concrete pavement; building up the AC shoulders, and adjusting the guard rail and median barrier.

An alternate to this would be overlaying the PCC pavement with AC which would reduce this cost to approximately $25,000 if the surface is brought back up to planned grade.

Another possible alternate would be overlaying the PCC pavement with steel fibrous concrete, a new concept as yet untried in Oregon, and relatively new in this country. I am not even sure that this would be a feasible application of this material.

The last alternate, of course, is to do nothing and live with the subsidence as it is. The approach to the bridge, though somewhat rough, is not considered to be dangerous and it would probably be several years before the approach panels fail to the point where replacement is necessary. On the other hand, we could probably get Federal participation for repair or replacement of this section if it were done now or in the near future.

Copies of previous correspondence regarding this subsidence are attached for your information.

Please advise your decision as to whether additional corrective work should be undertaken or if the project should be closed out.

CTK:fw
Enc.
cc: D. H. Moehring
R. D. Asburry
L. W. Rulien

5

7128

Salem

April 12, 1973

L. W. Rulien
Region Engineer

R. D. Asburry
Office Engineer

Wilsonville Intchge.-Hubbard Intchge.
Pacific Highway, Clackamas County
Contract No. 7128

Our records indicate that we have never requested project acceptance from the FHWA for the subject section.

It seems that this project was held in active status for approximately one year after completion to observe whether any further work should be done regarding the settlement at the northerly end of the bridge.

As the year is now past, we are wondering what your decision is regarding this matter, should we still hold it open or should we ask for final acceptance.

RDA:dg

cc H. S. Coulter
   C. T. Keasey
   V. L. Gallagher

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OREGON STATE
HIGHWAY DIVISION

7/22

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 3, 1972

TO
Mr. Glen L. Green, Act.Div.Engr.
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM
George M. Baldwin
Administrator of Highways
By

A. E. Johnson
Assistant State Highway Engineer

SUBJECT
FHWA Audit Report 72-835-3
Payment for Piling

Portions of the pile driving records for three projects have been questioned by Federal Highway Administration auditors as to eligibility for federal participation. The amount questioned is as shown on Audit Report 72-835-3, pages 7 through 12, and pertain to the following projects:

Milwaukie-Harmony Road Interchange
Contract 7089 FAP No. US271(8)

Tualatin River-Pacific Highway Section
Contract 7151 FAP No. I-205-7(12)290

Wilsonville Intch.-Hubbard Intch. Section
Contract 7128 FAP No. I-5-5(40)284

The information required, in accordance with paragraph 2-a of page 11 of the Audit Report, is attached in the form of copies of letters from the Regional and Resident Bridge Engineers who were responsible for the projects. These letters are explanations by the Engineers of the methods used in computing pay lengths for piling and reasons for using the methods.

It is noted in reviewing these letters that the basic method of record keeping for piling is the same for each of the projects, but was varied by the Engineer for each project as dictated by variations in the individual job specifications, pile requirements, working conditions, and other circumstances. Our

Standard Specifications do not clearly define payment for pile lengths if they are other than Order Length piling. Although instructions have been issued to the field regarding the general form of records to be kept in the Field Pile Books, the instructions do not cover all of the many variations in actual conditions encountered in the field. The Resident Engineers have tried to record these variations to the best of their abilities.

To help understand the methods of payment used by the State in conditions not specifically covered by the Standard Specifications, the following policies have been used by the State for a number of years:

1. Order Length piling are paid for by the State if the contractor furnishes the full Order Length. If less than the Order Length is furnished by the contractor for an individual pile, only the length actually furnished is paid for. This condition often occurs where a few full Order Length piling have been driven and it has been determined that the required bearing can be obtained with less than full Order Length piles, and use of full Order Lengths would be wasteful.

2. Where the required pile bearing is not obtained with the Order Length pile, and the use of extended piles with Pile Splices is required, only the actual length of the pile extension is paid for, in addition to the original Order Length to which the extension is made. Under these conditions all pile cutoffs from the extensions remain the property of the contractor, regardless of length, if the extension was fabricated from material furnished by the contractor. If the extensions are fabricated from cutoffs from Order Length piling previously driven, cutoffs from the extensions remain the property of the State, having previously been paid for as part of the Order Length pile.

3. If pile lengths longer than Order Length are furnished by the contractor and only the Order Length or less is incorporated into the structure, only the Order Length is paid for by the State. If, however, bearing is not obtained within the original Order Length of pile, and additional length is driven to obtain bearing, the actual length incorporated into the structure is paid for, with the resulting cutoff remaining the property of the contractor. No Pile Splice would be allowed under these conditions unless actually required and performed by the contractor.

It can be seen that under the conditions of paragraph 3 above, record keeping can become extremely involved, since pile cutoffs from piling driven to less than original Order Length can be partly owned by the State with the remainder owned by the contractor. This becomes further complicated if this cutoff is used as a pile extension resulting in an additional cutoff.

All of the above conditions were encountered on the subject projects and were recorded by the Engineers as they saw fit. Some mathematical errors and oversights have been encountered in this review due to the complexity of the work, but these should easily be resolved.

We hope that the required information has been furnished.

JD:DH
Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
V. E. Skoog
L. W. Rulien
Paul Hatcher

FORM [illegible] (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

Routing
Keasey
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

RECEIVED
JUL 31 1972
CONSTRUCTION SECTION

DATE: July 28, 1972

To: Mr. W. J. Hart
Bridge Engineer

FROM: A. C. Harwood
Regional Construction Engineer

SUBJECT: Federal Highway Administration Audit Report
Payment for Piling
Contracts 7089 7128 7151

This letter is written in reply to the comments contained in the Federal Highway Administration audit report, 72-853-3, relating to payment for piling.

The first paragraph, page 7, indicates the States method of paying for piling furnished demands accurate accounting. I can only point to data contained in the report as an indication that accurate accounting was kept.

Total length purchased on three jobs	128,594 feet
Credited to job, cutoffs over 20 feet	-1,290 feet
Length charged to job	127,304 feet
Length in ground	123,982 feet
Length not specifically accounted for (loss in fresh heading and cutoffs less than 20 feet in length).	3,322 feet
Number of piles driven	1,673

This is less than 2 feet per pile not specifically accounted for.

I submit that our accounting and utilization of piling purchased was very good. In reply to the specific items beginning on Page 8 -

1. "Quantity shown on final pay estimates computed on basis other than specified in special provisions".

Pay was made on the basis of the original or revised order length when the order length was furnished and the disposition of the cutoffs was made in accordance with the contract documents. When lengths furnished were less than original or revised order lengths or when the disposition of the cutoffs was

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other than specified in the contract, pay was made for actual length driven in, plus cutoffs handled, [illegible] in accordance with the specifications and fresh heading loss up to three fee[illegible]

The only time longer than order length piles were paid for was when the longer piles were needed to develop bearing. To simplify, I would say that the State got what was needed to comply with the bearing requirements in the contract documents and the State paid only for what it got.

1a I-5-5(40)

This contract, the Willamette River Bridge at Wilsonville, was set up on a different basis than the other two contracts. The Special Provisions did not set forth specific order lengths for each pier, rather a total length was given for bidding purposes, along with the authorization to order a portion of these lengths in 60 foot pieces.

The contract then specified that two pile would be driven in each pier and the order length based on information from these two test piles.

The contractor furnished piles in 60 foot lengths and made them up into piles longer than order lengths to avoid the necessity of driving under water. The cutoffs then were, on occasion, claimed by the contractor and a number of them, due to the collapse of the coffer dam, were lost. Payment was therefore made for length of pile in the ground, plus fresh heading, plus salvage disposed of in accordance with the the specifications up to the order length.

Furnishing longer than order length piles at the contractors expense to accomodate his driving procedure time is in accordance with Section 403.36 of the Specifications.

I am not sure what is meant in the report by the statement, "That the States driven lengths were increased or decreased without explanation". It is unclear as to whether this means that driven lengths, as recorded in the pile book and incorporated in the project, was changed in the pile book or if the length of pile driven was changed from the order length. The need for changing of the order length, I believe, has adequately been discussed. If the statement refers to changes in recorded length of pile driven, these changes were possibly made due to inconstancies in the way the lengths were recorded. Some were recorded in feet and inches and some in feet and tenths. In his letter, copy enclosed, Resident Engineer Mueller indicates the lengths were rounded off to the nearest ½ foot. Possibly this is what is referred to.

The other explanation for a change as recorded for driven length would be that the driven length, particularly if the cutoff is made under water, is a computed figure based on the length of pile in the leads and the measured length of cutoff. Possibly there was an arithmetical error made in this computation in some instances.

1b I-205-7(12)

On this project, the Tualatin River, Pacific Highway Section, the majority of the order list pile did not produce the specified bearing. When the bearing in a footing was not obtained, it [illegible] not practical to immediately [illegible] and new order length piles. It was necessary to pay for and utilize the piles already furnished and to obtain additional pieces in lengths which were available from the suppliers or by shifting piles from one location on the project to another to keep the job going, thus avoiding potential clam while revised length piles were being ordered and delivered. The auditors report, indicating furnished length of pile paid for was determined by using original order length, revised order length and length driven, plus cutoffs turned over to the State and fresh head in a single bent is correct.

1c US-271 (8) Milwaukie Harmony Road Project

Again order length piling, particularly in the first bents driven, did not produce the required bearing. Some shifting of pile to utilize lengths furnished was therefore necessary and fortunately in a number of instances, the contractor had delivered piles in lengths greater than specified. For example, standard lengths are 60 feet. Where a 55 foot pile was specified, the contractor, rather than cutting off and wasting five feet, furnished the pile in a 60 foot length. When the additional five foot was not required to obtain bearing, the original order length was paid when it was required the actual furnished length was paid. When driving indicated the majority of the piles would be more than 55 feet to produce bearing the order length was revised. Other comments made above relative to the I-205 project concerning pay lengths also apply to this project.

While specific approval for changing the lengths of pile was not obtained from Federal Highway Administration personnel they were aware that pile length changes were being made and were kept advised of problems in obtaining required bearing. On the I-205 project federal participation was obtained for moving of piles from one location to another to provide longer lengths. This office was kept advised of revisions in order length and the bridge office in Salem was also made aware of problems and on numerous occasions made recommendations as to what the revised order lengths should be. Advance approval for changes in pile quantities in order to obtain specified bearing is normally not practical and often is not possible. I have looked at this type of a change as being a quantity change and as having some latitude in the matter.

2. I can't deny that tracing pile cutoffs used for splicing is very difficult. The pile books do identify state owned cutoffs which are used as splicing material. There is the possibility that a state owned cutoff could be paid for the second time, however, this possibility is very slight and our checking system which demands at the end of the job that the length in the ground, plus cutoffs equal pay length precludes the possibility that a large amount of double pay could occur. Also on these projects, with less than two feet of cutoffs per pile, there is not much possibility of any duplication of payment.

3. Changes in the original entires. This has been previously discussed in this letter and is discussed in the accompanying reports from the Resident Engineers. I believe this is adequately explained, at least all of the changes which I am aware of.

With regard to the recommendations:

Item 1 Another method of determining pay quantity for piling would certainly simplify record keeping, reduce the possibility of erronous payment and could be devised to reduce the possibility of claims in connection with pile driving, however, it probably would not result in any reduction in cost for a job. As the burden for accepting cutoffs without pay is shifted to the contractor, his prices would certainly increase. There would be some definite advantages to any system which would insure maximum federal participation.

Item 2A I feel that adequate justification for the method of determing length of pile furnished is contained herein and that all piling paid for has been adequately accounted for. On the three projects involved, credit has been given to the project for 1,290.6 feet of cutoffs in excess of 20 feet in length. The failure to credit the 40 feet referred to in the report was an oversight.

Item 2B Limit federal participation to pile in place. The Federal Highway Administration, in approving a project including these specifications, must be in concurrence with the policy of paying for cutoffs and lengths of pile destroyed in fresh heading. If the disposition of the cutoffs is in accordance with the specifications, the contractor is paid for these cutoffs and it does not seem reasonable that federal participation in payment for these cutoffs should be withheld.

It is hoped that somewhere in this rather long dissertation and the reports from the Resident Engineers, which are enclosed, necessary information to reply to the Federal Audit can be obtained. If more specific information is needed, I will need to have the pile record books returned to this office for additional extensive review.

ACH/bd
att

[illegible]

OREGO STATE HIGHWAY DEPART NT

INTER-DEPARTMENT CORRESPONDENCE

Lake Oswego

DATE: May 26, 1972

SUBJECT:

To: L.W. Rulien
Regional Engineer

From: Warren E. Mueller
Warren E. Mueller
Resident Bridge Engineer

Subject: FHWA Audit Report
Piling Payments
Contract # 7128

On tuesday May 23, 1972, I met with Mr. Pike & Mr. Valine, auditors for FHWA, in Mr. Ted Boehme's office, in Salem. The record keeping was discussed and it was noted that someone had corrected all entries to the nearest half foot for computation purposes. The auditors contended that the original entries should have been left so as they were and computed to the tanth of a foot. In several cases the entries had been made in feet and inches. These were mixed with those in tenths.

I agreed that the inspectors were not consistant in their work. I agreed to take the pile books and check them with the original figures changing inches to tenths and using those in tenths as they were originally entered.

This has been done, the new total is 83.2 lin. ft. less than the final estimate. or an overpayment to the contractor of $291.20 , at his bid price of $3.50.per lin. ft. The 83.2 lin ft. of error in the final calculations is due to the arithmetic errors and the proceedure of changing lengths to the nearest half foot. It was found that the checking dept. does not check all figures but only spot checks. the spot they picked was aparently good. While the auditors spent several months checking all computations.

Audit report page 8 "pay quantities were not computed in accordance with the contract" This project is under the Std. Spec. for Hwy. Const. 1964 which were modified by the Special provisions in that the contractor was instructed to purchace piling in 60 ft. lengbhs with an initial purchace of 60,630 Lin ft. (which would have been more than was required for the project) The Contractor was to be given an order list for each pier er bent after two piles were driven This was done and he was kept informed as to material on hand and material required so that an excess amount of piling would not be purchased.

In accordance with section 403-3.6 Order list for Piling. The contractor is told that he may increase the length of his piles at his own expense to suit his method of operation. This he did in that he furnished a weld,-to splice the piles, in excess of the order list, so that he would not need to use an underwater hammer.

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
MAY 30 1972
☐ TE ☐ UE ☐ DES ☐ SEC

With the collapse of pier 2 cofferdam many of the pile extensions were damaged and lost in the salvage operation. It was agreed with the contractors superintendent that we would base our p[illegible] pay quantities by the field notes of the piles incorporated in the structure, the contractors scrap as entered in the pile books and the piles left on handin the States stock pile.

I beleave that this method is in accordance with the specifications. Section 403-5.1 states "Furnishing - Payment for furnishing piling, when made at the unit pride bid per foot shall include full compensation for furnishing the piling and all materials required therefor ready for placement." No mention is made of the order list. As far as I can see no unauthorized changes were made in the plans or specifications with reguard to piling.

Audit Report page 9.

The auditors were quite concerned that in some instances the record did not show where the cutoff went due to the loss of identifing numbers. They were afraid that the contrator might be paid twice for the pile.

Audit Report page 11

Auditors report does not give any credit for the pieces of piling under 20 ft. in length or the scrap which is the contractors property. If our piling had driven as indicated by the test pile then the contrator would have been intitled to a 3 ft. cutoff from each of the 678 piles or 2,034 lin ft.

The revised quantities are as follows:

Delivered	57,229.8 Lin Ft.	@ $3.50
In place	55,773.5	
Diff.	1,456.3	
Salvage State stockpile	1,031.0	
Contractors scrap	425.3	
Total unincorporated.	1,456.3	
Credit given for piles over 20ft. long and in State stock pile	—334.5 Lin ft	@ $3.50
Fed part not driven	1122. lin ft	

Number of piles 678

Less than 2'/pile.

WEM:hs

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JUL 11 1972

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7131

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Region 1 - Milwaukie

DATE: July 5, 1972

To: MEMO TO THE FILE

FROM:
A. C. Harwood
Regional Construction Engineer

NOTED
A. E. JOHNSON

SUBJECT: Wilsonville Interchange-
Hubbard Interchange Section
Contract No. 7128

On June 30, Mr. Edwards and I rode over and discussed briefly the southbound approach of the Willamette River Bridge at Wilsonville. I indicated that, upon completion of the project, the prefix had been held open with Federal Highway Administration for possible further corrective work. Mr. Edwards indicated that he felt the vertical alignment was reasonable and no further work to correct differences in vertical alignment is needed at this time.

Rec'd 7-6-72
A.E.J.

ACH/bd
cc: ~~Tom Edwards~~
CT Keesey

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JUL [illegible] 1972
CONSTRUCTION SECTION

1 Routh
K Kearney
2 Bond
E Pease
3 [illegible]
Clegg
Litchfield
Parr

Send copy to Al Johnson
CVR

RECEIVED
MAY 11 1972

FOR FILING

7128

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 9, 1972

TO L. Rulien
Regional Engineer
Region 1
Milwaukie

FROM ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT F.H.W.A. Audit Report 72-835-3
Payment for Piling

Attached is a copy of Page 7 through Page 12 of F.H.W.A. Audit Report 72-835-3, relative to payment of piling on the Wilsonville Interchange-Hubbard Interchange project, Contract 7128, Tualatin River-Pacific Highway project, Contract 7151 and the Milwaukie-Harmony Road Interchange project, Contract 7089.

This report describes findings of the F.H.W.A. auditors. On Page 11 under Paragraph 2a, the report requires the state to (1) furnish justification for computing pay quantities on a basis other than provided in the contract agreement and (2) furnish supporting information to justify the changes made in the original entries in the pile record books.

In order that we may answer these items, please have the projects reviewed and furnish to us information sufficient to explain the situation.

RWE/ag
Attach.

cc A. E. Johnson

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MAY 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED

FORM 2-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 10, 1972

I-5-5(46)

7128

SUBJECT:

To:

Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. A. E. Johnson
Mr. L. I. Lindas
Mr. V. E. Skoog

NOTED F. B. KLABOE

The Claims Review Board met six times in 1971. Six new claim matters were considered and three of these did not have the contractor present but were to review settlments recommended by the Construction Section. The contractor was present to present his case on the other three new matters taken up in 1971 (Fountain Slide, Wilsonville-Hubbard and Fremont Superstructure). The West Linn Bridge claims were first presented in 1970 but were considered further in 1971.

When 1971 ended, there were unresolved items on three projects which have been before the Board. A list of these is attached.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

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1972

SUMMARY OF 1971 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance
24	Willamette River (West Linn) Bridge - Painting	$177,180.76	$18,500	No
24 (a)	Willamette River (West Linn) Bridge - Temp. Bracing	$ 36,849.30	Denied	-
27	Fountain Slide Section	$329,067 (T)	Denied	Filed lawsuit
28 C	Rufus-Quinton	$ 93,252.59	$46,800 C	Yes
29	Wilsonville Interchange - Hubbard Interchange	$353,792 (T)	Denied	-
30 C	Lime Section	$ 10,852.54	$ 6,500 C	Yes
31	Fremont Bridge Super-Structure Time Only	448 days (T) = $448,000	162 days *	-
32 C	Siuslaw River (Mapleton) Bridge	$ 35,388.61	$24,364.62 C	Yes

* Part of claim still under consideration.

C Reviewed a Staff level recommendation - contractor not present.

T Claim includes some time liquidated damages.

JAB:fw
1-10-72

CLAIMS REVIEW BOARD

MATTERS PENDING

CONTRACT NO. 7124 - Fremont Bridge Piers

PKS Company submitted additional material dated December 21, 1971. (Being reviewed in field.)

CONTRACT NO. 7105 Willamette River (West Linn) Bridge

Box girder and wage escalation claims. Audit report is now available. Four-part grading claim is not answered. Painting claim is in court.

CONTRACT NO. 7276 Fremont Bridge Superstructure

Interim extension was granted for 162 days out of 448 days requested. Balance associated with casting problems to be researched by Mr. Lindas.

JAB:fw
1-10-72

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JUN 6 - 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7122

October 22, 1971

Mr. Robert L. Weiss
Cake, Jaureguy, Hard, Buttler
and McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

RE: Wilsonville Interchange-
Hubbard Interchange Section
Contract No. 7128

Dear Mr. Weiss:

The Claims Review Board has given further consideration to the three-part claim presented by Lord Brothers on the subject project.

The cofferdam and grading parts were rejected in their entirety. The time liquidated damages is still pending and our Chief Counsel, Mr. Leonard Lindas, is handling the details and could be contacted with any questions or further negotiation with regard to this part. Mr. Lindas has been very busy recently working on a case in the Federal Court but should be available late next week.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fw
cc Lord Bros. Contracting, Inc.

bc: Tom Edwards
L. I. Lindas
L. W. Rulien
I. D. Merchant

NOTED
W EDWARDS

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OCT 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

October 19, 1971

Routing
Morgan
Docker
[illegible]
Walker
[illegible]
[illegible]
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 20 1971
CONSTRUCTION
DIVISION

Oregon State Highway Department
Claims Review Board
State Highway Building
Salem, Oregon 97310

Attention: Mr. John A. Bond, Secretary

Subject: Wilsonville Interchange
Contract No. 7128

Gentlemen:

Since meeting with the Review Board on July 9, 1971, concerning claims on the Wilsonville job, we have been waiting for a letter from the board containing their recommendations on our claims.

As you are aware, the contract was completed on January 19, 1971, and the time is limited for processing claims through administrative channels. We do not desire to unduly hasten the board's deliberations. However, considering the nature and monetary importance of the claims, if no information is received soon, alternative action will become necessary.

We would appreciate your advising us when we can expect a decision on this matter.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

By W. T. Lord
W. T. Lord, President

WTL:ah

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204
226-7321

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
ROBERT L. WEISS
JONATHAN U. NEWMAN
JOHN R. FAUST, JR
JOSEPH J. HANNA, JR.
DEAN P. GISVOLD
GEORGE C. REINMILLER
ROBERT D. RANKIN
THOMAS L. GALLAGHER, JR.
VICTOR W. VANKOTEN

September 27, 1971

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
RECEIVED
SEP 28 1971
CONSTRUCTION DIVISION
[illegible]
Swan
Glenn
Litchfield
Gallagher
Stein

Mr. John A. Bond
c/o Construction Engineer
State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Wilsonville Interchange - Contract No. 7128

Dear Mr. Bond:

It has been some time since we met with the Review Board and also since Lord Bros. Contractors, Inc. submitted a revision of its claim for additional costs incurred in connection with embankment material. Mr. O'Callaghan of Lord Bros. advised me that he discussed this with you recently and that you anticipated that we would be hearing from the Board in the near future. We hope that information is correct, and we shall look forward to learning of its recommendations.

Very truly yours,

CAKE, JAUREGUY, HARDY,
BUTTLER & McEWEN

Robert L. Weiss
Robert L. Weiss

RLW:jb
cc: Lord Bros. Contracting, Inc.

SEP 14 1971

I-5-5(40)284

7128

September 14, 1971

Lindsay, Nahstoll, Hart, Duncan,
Dafoe & Krause
Attorneys at Law
Ninth Floor, Loyalty Building
Portland, Oregon 97204

Attention: Robert E. Babcock

Gentlemen:

As requested in your letter of September 8, 1971, we have attached a copy of Contract No. 7128 covering the Wilsonville Interchange-Hubbard Interchange Project awarded to Lord Bros. Contractors, Inc., and Lord Bros. Equipment Company.

Pertinent State and Federal regulations are made a part of the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr
Attachment

LINDSAY, NAHSTOLL, HART, DUNCAN, DAFOE & KRAUSE
ATTORNEYS AT LAW
NINTH FLOOR, LOYALTY BUILDING
PORTLAND, OREGON 97204
(503) 226-1191

DENNIS LINDSAY
R. W. NAHSTOLL
ALLAN HART
ROBERT B. DUNCAN
CARMIE R. DAFOE, JR.
DONALD G. KRAUSE
WM. H. POOLE
CARL R. NEIL
JERARD S. WEIGLER
ROBERT C. SHOEMAKER, JR.
RICHARD WM. DAVIS
JONATHAN A. ATER
ROBERT B. CONKLIN
WILLIAM C. SNOUFFER
JAMES H. BEAN
CAROL ANN HEWITT

GUNTHER F. KRAUSE 1895-1967
ALFRED C. VEAZIE
OF COUNSEL

September 8, 1971

Office of the Secretary
Highway Commission
Highway Office Building
Salem, Oregon 97310

Attention: Mr. Query

Gentlemen:

Pursuant to instructions obtained from your Bridge Engineer's Office, I hereby request a copy of that contract between the Oregon State Highway Department and Lord Bros. Construction Company of Portland, Oregon, for the construction of a bridge over the Willamette River at Wilsonville, Oregon. I do not know the date the contract was issued; nor do I know the date construction began. However, construction was in progress in June of 1969.

I further understand that, under the terms of the contract, Lord Bros. Construction Company was required to comply with certain state and federal regulations. Citations to, or copies of, those regulations would be greatly appreciated.

I presume that there is a charge for the copy. If so, our check will follow immediately upon receipt.

Thank you for your cooperation.

Yours very truly,

Robt E Babcock

Robert E. Babcock

REB:a

Kathi, get Copy of Contract 7128.
F.E.

Copy to Swenson re regulations in 2d Par

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OREGON
STATE HIGHWAY COMMISSION

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SEP 16 1971

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7128

CLAIMS REVIEW BOARD

MATTERS PENDING

CONTRACT 7128 Wilsonville Interchange-Hubbard Interchange

Remaining time liquidated damages (Lindas handling with FHWA) $ 21,400

Cofferdam Collapse $184,392
Bridge Section report distributed to Board members last week

The $169,000 claim on embankment has been received (with too brief content) and referred to Region I which will make a recommendation soon for the Board's consideration along with above items.

CONTRACT 7319 Fountain Slide $318,067

Formally denied 7-27-71 after 6-25-71 Review Board meeting. S.S. Mullen Corp. has requested re-consideration. Data sent to Region to update their recommendation and is also being sent to all Board members.

CONTRACT 7124 Fremont Bridge Piers $242,922.69

Review Board meeting 12-8-70. No formal decision. PKS Co. to submit more information -- not received yet.

CONTRACT 7105 Willamette River (West Linn) Bridge

Willamette River Constructors' Box Girder plan change claim $ 69,340.10

Some adjustment sanctioned by Bridge Engineer. Awaiting results of OSHD audit of some parts before presenting to Board.

The painting and erection bracing claims on this same project were considered by Board 1-15-71 and compromise offer of $18,500 on painting claim is still in hands of contractor.

John A. Bond, Secretary
Claims Review Board

NOTED
TOM EDWARDS

JAB:fw
September 8, 1971

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7128

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 18, 1971

SUBJECT: Illumination
Hubbard Interchange
Interstate 5

To: F. B. Klaboe
Asst. State Highway Engineer
BUILDING

I advised you last week that I did not think illumination had been included in the contract involving the Hubbard Interchange on Interstate 5. I now find that this was incorrect and that there is tower illumination included in the construction contract.

L. E. George

L. E. George
Operations Engineer

LEG:mb

cc Edw
8-24-71

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AUG 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82675-734

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AUG 12 1971
FOR FILING

I-5-5(40)281

7128

August 12, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

A second post-final payment for $2,534.75 will be made to Lord Bros. Contractors, Inc., and Lord Bros. Equipment Company on Contract No. 7128 for work on the Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $4,622,744.71 including the post-final payment. Of the total $82,915.36 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Lord Bros. Contractors, Inc.
and Lord Bros. Equipment Co.
437 N. Columbia Blvd.
Portland, Oregon 97217

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Bulien

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FOR FILING

I-5-5(40)304
7128

June 30, 1971

General Insurance Company of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

A post-final payment for $20,400 will be made to Lord Bros. Contractors, Inc., and Lord Bros. Equipment Co. on Contract No. 7128 for work on the Wilsonville Interchange-Hubbard Interchange section of the Pacific Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $4,620,209.96, including the post-final payment. Of the total, $82,915.36 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Lord Bros. Contractors, Inc., and
Lord Bros. Equipment Co.
437 N. Columbia Boulevard
Portland, Oregon 97217

bc Frank Morgan
Ivan Marchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

C

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Blu P 7-8-71

OREGON STATE
HIGHWAY DIVISION

7128

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

June 30, 1971

Mr. Robert L. Weiss
Cake, Jaureguy, Hardy, Buttler & McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

RE: Wilsonville Interchange-Hubbard
Interchange Section
Contract No. 7128

Dear Mr. Weiss:

This will confirm the time of 9 A.M. Friday, July 9, 1971 for your appearance before the Claims Review Board to review the contractor's claim on the subject project. We understand three separate issues are involved as set forth in your June 22, 1971 letters to Resident Engineer Mueller. These three items are liquidated damages, coffer dam work, and embankment work. Copies of your June 22 letters on these items are being given to the members of the Board for their advance information.

The meeting will be held in the small conference room on the first floor of the State Highway Building, Room 112, here in Salem.

Time liquidated damages in the amount of $21,400 remain in effect after the extension recently approved by the Highway Commission.

Very truly yours,

John A. Bond

John A. Bond, Secretary
Claims Review Board

NOTED
TOM EDWARDS

JAB:fw
cc: Lord Bros. Contractors, Inc.
bc: Tom Edwards
A. E. Johnson
F. B. Klaboe
L. I. Lindas
V. E. Skoog
C. G. Swenson
I. D. Merchant
L. W. Rulien

NOTED
TOM EDWARDS

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OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

June 22, 1971

Oregon State Highway Department
6378 S. W. Carman Drive
Lake Oswego, Oregon 97034

Attention: Mr. Warren E. Mueller, Resident Engineer

Subject: Wilsonville Interchange, Contract No. 7128

Gentlemen:

During the course of construction of the above project the contractor experienced considerable difficulty in the compaction of embankment material consisting of approximately 280,000 cubic yards. The embankment material was obtained from a State provided borrow area. As a consequence of the difficulty in compacting the material the contractor incurred substantial additional expense over that anticipated at the time of bidding the work. The additional expenses were in the main attributable to the following:

1. Considerable material was removed after it had been placed.

2. Special efforts were made to aerate and dry embankment materials.

3. In addition to normal compaction methods, the contractor employed special equipment and also utilized normal equipment for longer periods than would otherwise have been the case.

4. Chemicals were employed in an attempt to stabilize the material.

5. The borrow area was extended beyond the defined limits shown on the plans and considerable stripping and cleaning was required in order to reach new embankment material.

The borrow area designated by the State had previously been utilized for construction of the existing highway within and adjacent to the project area. Subsequent to the award of the contract, it has come to the contractor's attention that the embankment previously placed from the borrow area in the construction of the existing highway had presented similar difficulties. This was well known to the Department but these facts were not disclosed in the plans and specifications and no information of the prior difficulties was communicated to the contractor by any representative of the Department prior to the award of the contract.

The lack of any statement by the Department of the previous difficulties with material from the borrow area naturally led the contractor to believe that the State knew of no reason why the material was not suitable. In fact, the Special Provisions encouraged the contractor to consider the borrow area as a source of embankment material. Visual examination of the borrow area did not disclose that the material would be unsuitable. As a consequence of its failure to disclose facts known to it with respect to the character of the material located in the borrow area, the contractor was misled as to the true condition of the material, and,as a consequence, incurred additional expense in the amount of approximately $148,000.

Demand is accordingly made for the foregoing amount.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

By ______________________
W. T. Lord, President

WTL:p

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

June 22, 1971

Oregon State Highway Department
6378 S. W. Carman Drive
Lake Oswego, Oregon 97034

Attention: Mr. Warren E. Mueller, Resident Engineer

Subject: Wilsonville Interchange, Contract No. 7128

Gentlemen:

In accordance with contract provisions, contractor hereby submits a claim for damages and extra cost attributable to cofferdam work.

As you are aware, the work as originally proposed called for construction of four cofferdams for piers 1 through 4. In the case of piers numbered 2 and 3, the plans showed the location of existing seals from prior work performed in construction of the existing bridge. In fact, the seals from the prior work adjacent to piers numbered 2 and 3 were not shown as located, and this required the cofferdams to be constructed in an unusual way with one side resting on the existing seals, rather than being driven into the river bottom.

In addition, the contractor on the prior job had left sheet piling adjacent to these two seals and before any work could be performed it was necessary to remove the old sheet piling and other steel members that had formed part of the old cofferdams.

As a consequence of these circumstances considerable delay resulted. This was because of the necessity to remove the material that had been left by the prior contractor and because of the necessity to redesign the cofferdams to accommodate the protruding seals from the old work. This delay caused the contractor to perform the cofferdam work at a much later time than was originally projected, during which time contractor experienced unusually high water, and the cofferdam on pier number 2 collapsed, had to be removed and replaced. The contractor incurred considerable damage and expense as follows:

1. The damage resulting from the loss of the cofferdam at pier number 2 and the necessity to build another cofferdam at that location.

2. Expense over and above that contemplated at the time the contract was bid because of the necessity of having to build more expensive cofferdams at piers numbered 2 and 3 in order to accommodate for the inability to drive sheet piling on all four sides at those locations. At piers numbered 1 and 4 the sheet piling was driven on all four sides. This circumstance further complicated the design because the seal which was poured by the contractor at piers numbered 2 and 3 overlapped the existing seal from the prior job and at the area of overlap was considerably thinner than would otherwise have been the case. This was also a factor contributing to the change in design from what would have been the case had the seal from the previous job not been so located.

Contractor bases its claim for the damage to the cofferdam at pier number 2 on Section 7-32 of the Special Provisions of the contract which relieves the contractor for such damage where it is attributable to Acts of God or governmental authority. As stated above, the failure of the State to accurately specify the location of the existing seals and to advise the contractor of the necessity of removing the materials left by the previous contractor delayed the work causing it to be performed at a period of unusually high flood conditions, not of normal intensity, and the responsibility, accordingly, should be borne by the State.

In addition, the Department reviewed and approved the plans for the cofferdam which collapsed "subject to Section 5-3 of the Standard Specifications". Section 5-3 of the Standard Specifications provides that "the approval by the engineer of working drawings...submitted by the contractor...relate to the requirements for strength of sections and connections..." (Emphasis supplied).

The second item of claim, consisting of the additional expense of construction of cofferdams 2 and 3, arises because of the incorrect information provided by the State as to the location of the seals remaining from the prior work.

Contractor's claim for the foregoing is in the approximate amount of at least $184,392.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

By ______________________________
W. T. Lord, President

WTL:p

MECHANICAL
PLUMBING
• HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

June 22, 1971

Oregon State Highway Department
6378 S. W. Carman Drive
Lake Oswego, Oregon 97034

Attention: Mr. Warren E. Mueller, Resident Engineer

Subject: Wilsonville Interchange, Contract No. 7128

Gentlemen:

In accordance with contract provisions, the contractor hereby submits a claim in the amount of $41,800.00 for compensation earned under the contract and which amount has been omitted from the final estimate and withheld from the contractor.

This claim results from the withholding of liquidated damages. Contractor has previously requested extensions of time due to delays beyond its control, which are summarized in substantial detail in its previous letter dated February 13, 1970, a copy of which is attached and incorporated by reference herein. In addition to the matters set forth in the letter of February 13, 1970, contractor points out the following additional circumstances:

1. Although Section 8-7 of the Special Provisions of the contract specifies that Unit A (Roadwork) shall be completed prior to the bridgework (Unit B--specified for completion approximately 65 days later) it was an impossibility to complete the roadwork prior to completion of the bridge decking. It is estimated that the bridge work included in Unit B remaining to be completed subsequent to completion of the bridge decking, consisting of median barrier and parapet rail, would have required approximately 15 days. Accordingly, Unit A should automatically be extended for at least 50 days because of the specification of an erroneous early completion time in relation to the completion time for Unit B.

End Panels could have been completed

2. The difficulties with embankment material had been the subject of considerable correspondence. See, for example, letters from the contractor dated August 13, 1968 and September 27, 1968, which are incorporated herein by reference. The embankment work was substantially prolonged because the material did not compact readily, material that had been placed was removed, special efforts to aerate and dry material were tried and compaction efforts were employed beyond those normally required to obtain the contract density for embankment work. The delay resulting from these circumstances was approximately 180 days and affected Units A and C. Because this delay resulted from causes beyond the control of the contractor, the contract time should be increased accordingly pursuant to Article 8-8 of the General Special Provisions.

3. The contract has been the subject of a substantial number of modifications. In all there have been 24 extra work orders and 23 price agreements. This number of changes has necessitated reorganization of the work as planned, with consequent effect upon other work and resulting delay.

We call your attention to the fact that extensions of time to which the contractor is entitled have not been granted timely as required by the contract with the result that the Department has not made payment promptly as required by the contract terms. The result of this is that the contractor has not had funds to which it was entitled and has incurred expense for interest that it would not have incurred had the Department made payment in accordance with its contract.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

By ______________________________
W. T. Lord, President

WTL:p
Encl.

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

February 13, 1970

Oregon State Highway Department
6378 S. W. Carman Drive
Lake Oswego, Oregon 97034

Attn: Mr. Warren E. Mueller, Resident Engineer

Subject: WILSONVILLE INTERCHANGE, CONTRACT NO. 7128

Gentlemen:

In response to your request we submit further amplification of our itemized request for an extension of time; in addition we include supporting weather data furnished by the United States Department of Commerce. We have made minor revisions to the days requested in order to eliminate overlapping time.

Unit A - Roadwork 320 Days Extension

A. Telephone Co. excavation in construction area held up grading operations from July 23, 1968 to August 5, 1968, inclusive (see letter of July 24, 1968) 14 Days

The Telephone Company operation was located about 1400 ft. south of the project beginning, where the grading, rocking, and paving were scheduled to start.

The planned sequence of operation was upset as we could not carry through in an orderly manner on grading, base rocking, laying C-TB and paving with the Telephone Company's excavations crossing our line of operation.

To preserve the planned succession of operations it was necessary to suspend operations in this area until the Telephone Company restored their ditches and we could do our work in an economical sequence.

B. Grading operations suspended by the State for a decision on quality of material being taken from the State furnished borrow pit for use as embankment on the L 5 line

July 10 to July 12, Inclusive	3 Days
July 18 to July 21, Inclusive	3 Days

C. Weather delay - The period from August 13 to October 15, 1968, constituting 62 days of the working season had the wettest weather since 1879. We are including climatelogical data from the U.S. Environmental Science Services Administration which substantiates our statement. Lord Bros. required 62 days of the following years' work season June 28 to August 28, 1969 to complete grading and embankment operations planned for the 1968 work season. The total period that the work was suspended because of such weather was ten months and fifteen days. Total time equals 315 calendar days. Actual time requested in this letter 300 Days

Unit B - Bridge Work - 280 Days Extension

A. Machinist strike in Oregon and Washington. Our 75 Ton 1201 Lima Crane required heavy machine shop work before we mounted the crane on the barge obtained for this purpose. Few machine shops in the Northwest are equipped to handle such heavy pieces of equipment. The machine shops of both states were out on strike. The necessary work was delayed until the strike was settled on July 15, 1968. When the delay became apparent, we purchased another crane and brought it to the jobsite. The boom on this crane was declared unsafe by the State Safety Department and as a new boom could not be secured in time the machine was not used.

Delay by machinist strike in adaptation of 1201 Lima Crane to barge after arrival at site, June 17, 1968 to July 15, 1968, inclusive 28 Days

B. E.W.O. No. 2 and No. 2 Supplementary Borrow material for pipe bedding and backfill, from June 4, 1968 to June 13, 1968 the work was held up until the work order was approved and additional time was required for obtaining the borrow material and hauling away the native excavated material 9 Days

E.W.O. No. 3 June 5, 1968 to June 12, 1968 existing manholes paved over by county crews required revision. Delay until approval received and work completed 7 Days

E.W.O. No. 4 Revise illuminaire arms on temporary light standards August 1, 1968 to August 5, 1968	5 Days
E.W.O. No. 5 Revise cofferdams at Pier No. 1 & 2 and remove old piles. Work was delayed from August 15, 1968 to August 28, 1968 awaiting the revision and completion of the additional work	13 Days
E.W.O. No. 5 Supplementary Revise cofferdams at Piers No. 1 and 2 and remove old piles at Pier No. 2. September 5, 1968 to September 22, 1968 additional time required because the difficulties were greater than anticipated	21 Days
E.W.O. No. 6 Excavate unsuitable materials in subgrade and replace with imported materials August 22, 1968 to August 29, 1968	8 Days
E.W.O. No. 8 Construct transition lanes from 4 lane to 6 lane facility northbound and southbound 1150 ft. in length August 12 to August 15, 1968, August 28 to September 12, 1968, September 24, 1968 to October 2, 1968	29 Days
E.W.O. No. 9 Revisions to Pier No. 2 the time expended in these revisions is included in time requested in E.W.O. No. 5 and No. 5 Supplementary	None
E.W.O. No. 11 Exploratory work to determine exact location of seal at Pier 3 and footing at Pier No. 4 January 13 to January 17, 1969	5 Days

E.W.O. No. 12 Repair damaged sanitary sewer and replace culvert pipe October 4, 1968	1 Day
E.W.O. No. 14 Install drain pipe November 4, 1968	1 Day
E.W.O. No. 15 Remove cofferdam material left in existing footing and intruding into new construction January 17 to January 24, 1969	8 Days
E.W.O. No. 16 Lower manhole and reinstall grate March 28 to April 1, 1969	4 Days
E.W.O. No. 17 Remove cofferdam material left by previous contractor at existing Pier 4 May 4 to May 23, 1969	5 Days
E.W.O. No. 18 Construct asphalt concrete gutter and install 6" drain pipe in slope June 3 to June 4, 1969	2 Days
E.W.O. No. 19 Portland Cement overlay November 24 to November 27, 1969, January 15, 16, 28 & 29, 1970	8 Days
E.W.O. No. 20 Remove existing asphalt cement pavement to allow full 7" thickness of concrete pavement overlay August 13 to August 14, 1969	2 Days
E.W.O. No. 21 Revise southbound roadway detour alignment on south end of bridge December 31, 1969 to January 23, 1970 net	17 Days

Summation E.W.O.

No. 2	June 4 to June 13, 1968	9 Days
No. 3	June 5 to June 12, 1968 (See No. 2)	None
No. 4	August 1 to August 5, 1968	5 Days
No. 5	August 15 to August 28, 1968	13 Days
No. 5	Supplemental Sept. 5 to September 22, 1968	21 Days
No. 6	August 22 to August 29, 1968 (See No. 5) net	1 Day
No. 8	August 12 to August 15, 1968 (See No. 5) net	3 Days
	August 28 to September 12, 1968 (See No. 5 and No. 5 Supplemental) net	6 Days
	September 24 to October 2, 1968	9 Days
No. 9	(See E.W.O. No. 5 and No. 5 Supplement)	None
No. 11	January 13 to January 17, 1969	5 Days
No. 12	October 4, 1968	1 Day
No. 14	November 4, 1968	1 Day
No. 15	January 17 to January 24, 1969	7 Days
No. 16	March 28 to April 1, 1969	4 Days
No. 17	May 19 to May 23, 1969	5 Days
No. 18	June 3 to June 4, 1969	2 Days
No. 19	November 24 to November 27, 1969 January 15, 16, 28 & 29, 1970	8 Days
No. 20	August 13 to August 14, 1969	2 Days
No. 21	December 31, 1969 to January 23, 1970	17 Days
	TOTAL	119 DAYS

Work on 306 ft. 60" corrugated metal pipe through highway right of way at request of City of Wilsonville January 28 to February 3, 1970, May 23 to May 26, 1969 8 Days

Price Agreements:

P.A. No. 1	Additional fence removal May 15, 16, 17 and June 25, 27	5 Days
P.A. No. 3	and No. 3 Supplemental	
	Subgrade excavation	
	July 2, 3, 5, 1968 equals 4 days	
	Sept. 6 through Sept. 12, 1968 equals 7 days	
	October 24, 25th equals 2 days	
	May 22, 23, 26, 27, 28, 29, 1968 equals 8 days	
	October 13, 1969 equals 1 day	
	Nov. 11, 12, 1969 equals 2 days	
	December 18, 1969 equals 1 day	
	P.A. No. 3 total	27 Days
P.A. No. 4	Construct Type F curb Sept. 3, 4, 1968	2 Days
P.A. No. 5	Pier No. 2 bearing pile September 26, 27, 30, October 1, 1968	4 Days
P.A. No. 6	Haul and place select embankment April 17, 21, 22, 1969, May 8-12, 13-15, 16	12 Days
P.A. No. 8	Revise piers April 2 to April 6, 1969 incl.	5 Days
P.A. No. 11	Revise illuminaire poles	1 Day
P.A. No. 14	Detour construction August 15, 1969 to August 28, 1969	14 Days
P.A. No. 15	Relocate power services	1 Day

Summation P.A.

No. 1	May 15, 16, 17 & June 25, 27, 1968	5 Days
No. 3	& 3 Supplemental July 2, 3, 5, 1968	
	September 6 through 12, 1968	
	October 24, 25, 1968	
	May 22, 23, 26, 27, 28, 29, 1969 (See E.W.O. No. 17 minus 2 days)	
	June 2, 3, 1969 (See E.W.O. No. 18 minus 1 Day)	
	October 13, 1969	
	November 11, 12, 1969	
	December 18, 1969 not	24 Days
No. 4	Sept. 3, 4, 1968 (See E.W.O. No. 5)	None
No. 5	Sept. 26, 27, 30, Oct. 1, 1968 (SeeE.W.O. No. 8)	None
No. 6	April 17, 21, 22, May 8-12, 13-15, 16, 1969	12 Days
No. 8	April 2 through April 6, 1969	5 Days
No. 9		1 Day
No. 14	August 15 to August 28, 1969	14 Days
No. 15		1 Day
	TOTAL TIME	62 DAYS

Grand Total Paragraph B:

E.W.O.'s	119 Days
60" Pipe	8 Days
Price Agreements	62 Days
	189 Days

D. Work on the cofferdam at Pier No. 2 was delayed due to the adverse weather and resulting high river levels experienced during the period August 13 to November 21, 1968. The original delay resulted from revisions to the work. The additional weather and river level delay resulted in work time in excess of the time originally scheduled by 52 days. Inasmuch as the cofferdam at Pier No. 2 was scheduled to be completed on August 8, 1968, and design and construction method changes required by previously unknown field conditions substantially increased the required time for this river work; any appreciable raise in the river levels would constitute a more difficult work condition for which an extension of time would be allowed.

Total time 52 days less overlap - Request 26 Days

E. Pier No. 2 cofferdam completed during a seasonal period of very high water collapsed from undetermined causes beyond the control of the Contractor on November 21, 1968. The rebuilt cofferdam was pumped down August 27, 1969. Elapsed time was 276 days. Of the total 276 days we request 158 Days

The effect of the several changes during the critical low water construction season placed the revised work in a period of high water which seriously hampered the timely completion of the work. These delays also caused a conspicious ripple effect which in turn adversely affected the time necessary to complete the several remaining phases of the project.

Unit C - All work under the Contract

120 Days Extension

The delays experienced on Unit A of approximately 335 days and the delays on Unit B of approximately 398 days of which we request 320 and 280 days respectively caused an overall delay to the balance of the work remaining of about 180 days. Of this time we request 120 additional days to complete this work - 120 Days

Reference to the construction schedule submitted June 18, 1967 will show, that delays in individual operations caused a corresponding shift in the time of completion for the entire project. The interdependence between the earthwork embankments, traffic detours and the Williamette River Bridge on the network diagram indicates an extra work order or price agreement delay in one operation would affect the completion of the entire job.Because of the interdependence of each operation no attempt was made to divide the extra time requested on price agreements and extra work orders between roadwork and bridgework.

Contractor is entitled to time extensions under A.D. and B.E. in excess of those requested as shown by the amount of time during which the work was actually delayed and which is specified above. The Contractor, however, has limited his application for an increase in completion date at the request of the Highway Dept. to the number of days required to extend the Contract completion date to the actual anticipated completion date.

Very truly yours,
LORD BROS. CONTRACTORS, INC.

W. T. Lord, President
WTL/p
Encl.

RECEIVED
JUL 21 1971

FOR FILING

I-5-5(40)294
7128

June 23, 1971

Lord Bros. Contractors, Inc., and
Lord Bros. Equipment Company
437 N. Columbia Boulevard
Portland, Oregon 97217

4

Gentlemen:

Following negotiations with the Federal Highway Administration, the State Highway Commission at its meeting on June 22, 1971, granted you time extensions on Contract No. 7128 on the Wilsonville Interchange-Hubbard Interchange section of the Pacific Highway in Clackamas County as follows:

Unit A, Completion date extended to May 23, 1970
Unit B, Completion date extended to June 15, 1970.

These extensions were made without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn:dr

bc F. D. Morgan
V. L. Skoog
I. D. Merchant
L. W. Rulien
Warren Mueller
Federal Highway Administration

RECEIVED
JUN 1 - 1971
FOR FILING

I-5-5(40)
7128

June 1, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 4
June 22, 1971 meeting

Gentlemen:

Commission action of February 16, 1971, granted Lord Brothers Constructors, Inc., and Lord Brothers Equipment Co., contractors for the construction of the Wilsonville Interchange-Hubbard Interchange Section of I-5 in Clackamas County, Contract 7128, certain extensions of time without assessment of liquidated damages on the various units of the contract. This was an interim extension as we needed additional time for further negotiations with the Federal Highway Administration to determine the actual time due the contractor for the many plan changes involved.

We have completed our negotiations with the Federal Highway Administration and have their concurrence in the following adjustment of time and assessment of liquidated damages:

Time Adjustment

Unit A Specified completion date of 10/13/69 + 220 days = adjusted completion date of May 23, 1970. Actual completion date August 14, 1970, 82 days excess.

Unit B Specified completion date of December 20, 1969 + 177 days = adjusted completion date of June 15, 1970. Actual completion date, August 5, 1970.

Unit C No adjustment. Original request of February 11, 1971 covers. Actual completion date January 19, 1971.

Liquidated Damage Assessment

May 23, 1970 to June 15, 1970	23 days @ $200	$ 4,600
June 16, 1970 to August 5, 1970	50 days @ $300	15,000
August 6, 1970 to August 14, 1970	9 days @ $200	1,800
	5	
	Total	$21,400

I recommend that the contract time be adjusted as outlined above, and that the contractor be assessed liquidated damages as shown.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
Ivan D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
L. W. Rulien

CAG:ag sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7128 Contractor LORD BROS. CONTRACTORS, INC. & LORD BROS. EQUIPMENT COMPANY

Highway Pacific

Section Wilsonville Interchange - Hubbard Interchange

Kind of Work Grading, Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Advance completion date for Unit A to 5/23/70, Unit B to 6/15/70 and Unit C to Jan. 19, 1971 without assessment of liquidated damages, account extra work added and plan changes and that liquidated damages be assessed for overrun of time consumed per contract.

Recommended for Approval:

A. E. Johnson

Asst Division Engineer

~~Construction Engineer or~~
Bridge Engineer

A. E. Johnson
~~Assistant~~ State Highway Engineer

Contract No.	7128
Project designation (State-Federal)	I-5-5(40)284
Date awarded	May 9, 1968
Work started	May 15, 1968
Per cent completed	
Specified Completion Date ~~No. of Workdays Allowed~~	October 15, 1969 December 20, 1969
~~No. of Workdays Used~~	July 31, 1970
No. of Added Workdays Requested	

SP*0806-784

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
AUG 21 197
BRIDGE DIVISION

Oregon State Highway Commission
Salem, Oregon 97310

Date November 10, 1969

Gentlemen:

We, the undersigned, respectfully request an ~~increase in the number of workdays~~ Extension of Time from see ~~days to~~ below ~~days~~ within which to complete our Contract No. 7128, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached letter

Unit A	From October 15, 1969 to September 1, 1970	320 days
Unit B	From December 20, 1969 to October 30, 1970	280 days
Unit C	From July 31, 1970 to December 1, 1970	120 days

Respectfully submitted,

LORD BROS. CONTRACTORS, INC.
Contractor

By W. T. Lord
W. T. Lord, President

CONSENT OF SURETY

Date November 10, 1969

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N. Mahle
Richard N. Mahle Attorney-in-fact

(SEAL)

No Longer required in Oregon
Resident Agent

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 17, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville Interchange-Hubbard Interchange Section
Pacific Highway - Contract 7128
Request for Extension of Contract Time

Mr. Johnson, by May 6 letter, presents a new approach to the subject time extension. The revised proposal would allow more time and significantly reduce the amount of liquidated damages.

The details of this extension have been the subject of several discussions between your Regional Construction Engineer and our Area Engineer during the past few months. An agreement as to concept has been reached and the resultant analysis represents a sound analytical approach. Based on this background and Mr. Johnson's presentation we are now prepared to modify the condtions of our December 8, 1970, memorandum.

We concur in your proposal, as requested, with one minor exception. Even though the project was opened to traffic on August 13, 1970, all work under Unit "A" was not completed until August 14. Liquidated damages, at $200 per day, should be charged through the 14th. This would result in a total liquidated damages assessment of $21,400.

Federal participation will now be based on the dates shown in Mr. Johnson's letter as modified by the previous paragraph in this memorandum. We will consider this to be final action on this matter. The time analysis bar chart is herewith returned as requested.

Enclosure

RECEIVED
MAY 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Johnson

orig to Bridge
cy to Constr.
5-20-71

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 11 1971
FOR FILING

I-5-[illegible])2-1
7128

May 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Wilsonville Intch.-Hubbard
Intch. Section, I-5
FAP No. I-5-4(40)284
Contract No. 7128
Your Ref. 08-35-DA

Reference is made to your memorandum of December 8, 1970, wherein you advise that our approach to establishing the time extension due the contractor, as outlined in our letter of November 12, 1970, was in error and violated the intent of thecontract.

We have made an analysis of the effect of the many change orders and plan changes as they affected the contractor's operations on each of the units of the contract. Our findings are shown on the attached tabulation and accompanying chart. (Please return the chart to us when you are through with it.) These are offered for your consideration. In this analysis, the following reasons and conditions were generally followed.

Completion of work within the alloted time required must have tight programming and close coordination of work between the two units. Initially some roadwork in the form of detour construction was needed to make available structure areas, particularly in the interchange area. After this initial staging, the roadwork and the structure work would both have to progress at a very rapid rate, to the point where all traffic could be shifted to the southbound lanes.

There was no advantage to completing either the structure or roadwork for the southbound lanes ahead of the other unit. Work on either the structure or roadwork unit could not progress on the northbound lanes until traffic was shifted, thus a delay to the structure work would move back the date of shifting traffic and delay ultimate completion of the roadwork. The point in time which one unit could progress to completion independently of the other unit was when the end spans of the northbound structure were complete so surfacing could be completed up to the structure. This point was reached very late in the job.

Had planned staging of the project been carried out, there would have been a virtual dead period of two to three months in structure work when traffic was being shifted from the northbound to the southbound lanes. The plan staging called for completion of the shoulder and right lane, which was to carry traffic while the embankment was completed and inside lanes surfaced. Then after required curing time of the PCC paving, northbound traffic would be switched to the southbound lanes. During this period, structure work would have been minimal. The contractor, at his own expense, installed a retaining wall to allow completion of the southbound lanes, thus eliminating the dead period. This effort made up much of the time lost due to collapse of the Pier 2 cofferdam.

In an effort to establish the interdependence of the two units of work through much of the job, it was split into several time periods:

I. Commencement of project to November 21, 1968, collapse of cofferdam.

II. November 22, 1968 to about August 15, 1969, completion of spans 1 and 7, ~~northbound~~ South structure.

III. August 15, 1969 to January 26, 1970, adj shifting of traffic to southbound structure. [illegible]

IV. January 26, 1970 to June 1, 1970, completion of end spans northbound structure.

V. June 1, 1970 to completion of structure and roadwork units. [illegible]

During Period I, accomplishment of several minor traffic shifts were necessary to allow both units of work to proceed. Scheduling of both units was very tight so in analyzing the delays, it is assumed a delay to one unit would be reflected by an equal delay to the other unit.

The collapse of the cofferdam at Pier 2, which marked the end of the first period, shifted emphasis away from roadwork items and it created a slack period in the roadway unit, which could absorb delays without affecting structure work.

However, during Period II any delay in structure work most certainly delayed the shift of traffic, thus delaying the ultimate completion of roadwork items. Thus, during this period our analysis assumes 100 percent carryover of structure delay to roadwork items and zero percent carryover of delay to roadwork unit to the structure unit. This period continued until the end spans on the southbound structure were complete.

During Period III, independently of each other, a large volume of work in both units required completion. A delay to either unit would necessitate re-scheduling and would set back the date of traffic switch, thus delaying the ultimate completion of the other unit. During this period a 100 percent carryover of delay from either unit to the other unit is a reasonable assumption. As previously explained, this period was shortened considerably by the contractor's effort in revising the staging at considerable cost to himself.

Period IV runs from the time traffic was shifted to the southbound structure until structure and woadwork were both completed to the point that they could continue independently of each other. This point is assumed to have been reached when the end spans of the structure were poured to allow completion of surfacing work. During Period IV, the scheduling was again very tight for both units. With a large volume of work to be accomplished during this period a delay to either unit delayed the date of independence. In analyzing the delay during this period, a 100 percent carryover was used both ways.

During Period V, both roadwork and structure work could progress independently to completion. The only carryover of delay might result from re-scheduling of equipment or manpower. Delays during this period were at a minimum, therefore no carryover was assumed.

With your concurrence, we propose to recommend to the Highway Commission that the contract time be adjusted to conform to the attached tabulation. This results in adjusted completion dates and liquidated damage assessments as follows:

Time Adjustment

Unit A   Specified completion date of 10/15/69 + 220 days = adjusted completion date of May 23, 1970. Actual completion date August 14, 1970, 82 days excess.

Unit B   Specified completion date of December 20, 1969 + 177 days = adjusted completion date of June 15, 1970.

Unit C   No adjustment. Original request of November 12, 1970 covers.

Liquidated Damage Assessment

May 23, 1970 to June 15, 1970	23 days @ $200	$ 4,600.00
June 16, 1970 to August 5, 1970	50 days @ $300	15,000.00
August 6, 1970 to *August 12, 1970	7 days @ $200	1,400.00
	Total	$21,000.00

Why

*Section opened to traffic on August 13, 1970.
Waive all damages from that date on.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. K. Johnson
Assistant State Highway Engineer

Attachments

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan

CAG:ag ms

ummary of Delays Claimed

No.	Description	Unit	Monthly Delay	Period	Carryover	Delay to Roadwork	Delay to Structure	
1	Telephone Conduit	Rd. Wk.	July & Aug.,68	I	100%	15	15	
2	Wet Borrow	------	------------	-	---	--	--	o
3	Weather	Rd. Wk.	Aug. - Sept.68	I	100%	36	36	35
4	Machinist Strike	------	------------	-	---	--	--	o
5	Pipe Bedding	Rd. Wk.	June 68	I	100%	5	5	
6	Revise Luminaire	Temp. Traffic	Aug 68	I		2	2	
7	Revise Piers	Str.	Aug. & Sept.68	I	100%	2	2	
8	Spec. Backfill	Rd. Wk.	Aug. 68	I	100%	—	—	
9	Transition Lanes	Rd. Wk.	Aug. Sept. & Oct. 68	I	100%	13	13	
10	Explor. Pier 3&4	Str.	Jan. 69	II	S to R 100%	3	3	
11	Repair Sewer	Rd. Wk.	Oct. 68	I	100%	1	1	
12	Median Drain	Rd. Wk.	Nov. 68	I	100%	1	1	
13	Obstruct Pier 4	Str.	Jan. 69	II	S to R 100%	5	5	
14	Revise Manhole	Rd. Wk.	Apr. 69	II	RW-ST 0	4	0	
15	Revise Pier 3 Cofferdam	Str.	May 69	II	ST-RW 100%	4	6	

2 days Rd. Wk. concurrent with other delay recommended.

No.	Description	Unit	Monthly Delay	Period	Carryover	Delay to Roadwork	Delay to Structure
16	Slope Drainage	Rd. Wk.	June 69	II	Rd-St 0	2	0
17	P.C.C. O'lay Intch.	Str.	Nov. 69 Jan. 70	III	100%	4	4
18	Remove A.C. Surf.	Rd. Wk.	Aug. 69	II	Rd-St 0	2	0
19	Reconst. Detour	Rd. Wk.	Jan. 70	III	100%	12	12

See also 32b - for guard rail and median shift

No.	Description	Unit	Monthly Delay	Period	Carryover	Delay to Roadwork	Delay to Structure
20	Repair Culvert	Rd. Wk.	Apr. 70	IV	100%	1	1
21	Fencing Rw.	Rd. Wk.	May & June 68	I	100%	1	1
22	Exc. Below Grade	Rd. Wk.	July 68	I	100%	4	4
			Sept 68	I	100%	0	0 *
			Oct 68	I	100%	2	2
			May 69	II	0%	8	0
			Oct 69	III	100%	1	1
			Nov 69	III	100%	2	2
			Dec 69	III	100%	1	1

* Concurrent with other delays recommended

(CONT'D)

No.	Description	Unit	Monthly Delay	Period	Carryover	Delay to Roadwork	Delay to Structure
23	Type F Curb	Rd. Wk.	Sept 68	I	100%	0	0
24	Increase Pile Brg.	Str.	Sept 68	I	100%	0	0
25	Select Embankment	Rd. Wk.	April & Map 69	II	Rd-St 0	12	0
26	Revise Pier 1	Str.	April-June 69	II	Str-Rd-100%	5	5
	Pier 2	Str.	Sept-Oct	III	100%	5	5 *
	* Not included in previous recommendation. Review indicates original 5 days for Pier I. Revision to Pier II more severe impact on progress so additional 5 days recommended.						
27	Revise Illum.	Rd. Wk.	July 69	II	Rd-Str 0	1	0
28	Detour Constr.	Rd. Wk.	Aug 69	III	100%	14	14
29	Relocate Power Serv.	Rd. Wk.	Dec 69	III	100%	1	1
30	Shear Studs	Str.	Apr 70	IV	100%	9	9
31a	Wilsonville Conduit	Rd. Wk.	Jan & May 70	IV	100%	5	5
b	Wilsonville Storm Sewer	Rd. Wk.	May 70	IV	100%	10	10
32a	Curb & Drainage Dead Tree Remove Rev. G.R. Conn.	Rd. Wk.	July & Aug 70	V	0	14	0
b	Guard Rail & Median Revisions	Rd. Wk.	Dec 69	III	100%	7	7
c	Waterline Conflict	Rd. Wk.	June 70	IV	0	2	0
			TOTAL			220	177

RECEIVED
[illegible] 12 1971
[illegible] DIVISION

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

507 State Highway Bldg.

January 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Re: Assessment of Liquidated Damages
Wilsonville Interchange-Hubbard Interchange Section
Contract #7128

Dear Mr. Simpson:

There has been forwarded to me for legal analysis, A. E. Johnson's communication to you of November 12, 1970, and your reply thereto of December 8, 1970 (08-35-DA), which have reference to the granting of time extensions and the assessment of liquidated damages in connection with the contractor's performance of highway contract No. 7128.

Inasmuch as there are pertinent legal considerations involved in my review and analysis of the matter, it is requested that the opinion hereinafter expressed be also submitted to your regional counsel for review.

In any consideration of the granting of time extensions for delay in the performance of highway contract No. 7128, the following germane rules of law must be kept in mind, viz:

a - If a contractor agrees to perform a contract by a particular day, and the parties have stipulated a fixed sum as liquidated damages, not wholly disproportionate to the loss for each day's delay, the other party to the contract must not do anything to prevent him from doing the thing contracted for within the specified time. (U.S. v. United Engineering & Contracting Co., 284 US 236; 152 ALR 1359)

b - It is well settled that in cases where delays have been caused by both parties to a contract, and the completion of the contract has been extended beyond the time fixed, the obligation for liquidated damages is annulled, and it cannot be revived, and any recovery for subsequent delays must be for actual loss proved to have been sustained. (New York Continental Filtration Co. v. U.S., (1920) 55 Ct Cl 288)

C - Where delays are occasioned by the mutual fault of the parties, the court will not attempt to apportion them, but will refuse to enforce the provision for liquidated damages. (Gogo v. L.A. Flood Control District, 114 P 2d 65,70; Aetna Casualty & Surety Co. v. Board of Trustees, 35 Cal. Rptr. 765, 767)

With the foregoing in mind, we find the facts indicate delay factors that can be attributable to both parties to the contract. For instance we find the State, during the course of the contract's performance, issued 18 Extra Work Orders and 10 Price Agreements that could be urged delayed the contractor in his performance of the work. On the other hand we find the contractor also contributed to delays due to the collapse of one of his cofferdams. There were other causes also, namely unusual inclement summer weather, a machinist strike and work performed for the City of Wilsonville.

I agree with Mr. Johnson it is well nigh impossible to analyze the effect of each of the individual delays and I am quite sure the courts, should your failure to concur in Mr. Johnson's recommendation result in a subsequent legal action by the contractor, would refuse to resort to the task of opportioning the delays.

Respecting matters of this kind, I quote the following passage by the court in the leading case of Jefferson Hotel Co. v. Brumbaugh, 168 F 429 and 196 F 16 which can be applied to our factual situation:

> "It is vigorously urged that the plaintiff contractor in this case, however, was responsible for a large number of the days of delay and the defendant company for only a few of the days thereof, and that the court, under such circumstances, should attempt to 'apportion' such delay between the two and hold the contractor liable in penalty for those days he may be chargeable with.
>
> "This is just what the courts cannot, with any degree of certainty, do, and therefore refuse to do.
>
> "It needs but a moment's practical consideration of common building operations to realize that a contrac-

> tor may not complete the woodwork until the plastering is done; he may not in many instances complete the cement work until the plumbing is placed; he may not do the painting until the marble work is done.
>
> "To perform his work, he is entitled to work upon an orderly and systematic plan. It could not be required of him to move his scaffolding, his tools and implements, and his workmen back and forth from one quarter to another just as the other contractors might complete in one quarter a part of the heating, in another part the plumbing, and in still another the tile and marble work, in order that he should be free from the charge of delay.
>
> "Courts cannot know of these conditions as they actually existed at the time, and the evidence would be very unsatisfactory, taken months after, that would attempt to set forth all such conditions.
>
> "Therefore, the courts have laid down a very salutary rule to the effect that they will not attempt to apportion such delays where the causes thereof have been mutual, but will refuse under such circumstances to enforce the penalty."

Based upon the foregoing court holdings, which I feel our Courts would follow, it is my opinion the State would be legally obliged to grant the time extensions recommended, since contributing to the delays amounts to a waiver of its right to assess liquidated damages.

Further, it is also my opinion the FHWA must give credence to the legal considerations herein involved. May we, then, have your concurrence in Mr. Johnson's recommendations for time extensions. Should you, or your regional counsel, desire to further confer with us in this connection, we would be most happy to oblige you.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

RECEIVED
JAN 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIL:hg

cc - R. L. Porter
Tom Edwards
R. E. Johnson
Ivan Merchant

RECEIVED
APR 2 - 1971

FOR FILING

I-5-5(42)284
7128

April 2, 1971

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On March 26, 1971, we wrote to you concerning release of final payment on Contract No. 7128 awarded to Lord Bros. Contractors, Inc., and Lord Bros. Equipment Company for work on the Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway in Clackamas County.

Final payment on this contract is $10,150.93 and the total contract amount is $4,599,809.96, including $82,915.36 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Lord Bros. Contractors, Inc., and
Lord Bros. Equipment Company
437 N. Columbia Boulevard
Portland, Oregon 97217

bc Frank Morgan
Ivan Merchant
L. W. Rulien
V. E. Skoog
Attn: John Herr

John Bond

RECEIVED
MAR 29 1971
FOR FILING
7128

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 26, 1971

Lord Brothers Contractors, Inc.
P O Box 17197
437 N. Columbia Blvd.
Portland, Oregon 97217

Attention: W. T. Lord
President

Gentlemen:

Wilsonville Interch.-Hubbard Interch. Section
Contract 7128

Your letter of March 12, 1971 to F. D. Morgan and Floyd Query concerning extension of time on the subject contract has been referred to this office for reply.

On March 15, 1971, L. W. Rulien, our Regional Engineer, advised you that the extensions for the various units of the contract as stated in Mr. Query's letter of February 18, 1971 were to be considered as interim extensions and that the entire matter was under study to see if we could find support for additional extensions.

Extensions granted to date are as follows:

Unit A - 159 calendar days
Unit B - 98 calendar days
Unit C - 233 calendar days

This results in revised completion dates, without assessment of liquidated damages as follows:

Unit A March 23, 1970
Unit B March 28, 1970
Unit C March 21, 1970

NOTED
FLOYD QUERY

Routing
Morgan
Decker
Bond
Walker
[illegible]
Johnson

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MAR 29 1971
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Actual completion dates for each unit are established as follows:

Unit A Completed August 14, 1970
Unit B Completed August 5, 1970
Unit C Completed January 19, 1971

In accordance with Article 8-7 of the special provisions liquidated damages were applied as follows:

3/23/70 to 3/28/70 - 5 days @ $200 - $1,000
3/28/70 to 8/5/70 - 130 days @ $300 - $39,000
8/5/70 to *8/14/70 - 9 days @ $200 - $1,800

*All liquidated damages beyond 8/14/70 are waived as this is the date the section was available for uninterrupted use by traffic.

In the above determination, all of the items mentioned in your letters of November 10, 1969 and February 13, 1970, plus items of extra work and plan changes that occurred after the date of your last letter were given consideration.

I hesitate to make any definite statement as to the actual time allowance made for each item as we are in the process of making additional studies as to the overall effects of the many items to your construction schedule. When these studies are completed, I will advise you.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

CAG/ag

cc: John Bond w/attachment
L. W. Rulien w/ attachment
L. Lindas w/ attachment

3/29/71
Copy to Query
per John Bond
Iw

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

March 12, 1971

Mr. F. D. Morgan
Construction Engineer
212 State Highway Building
Salem, Oregon, 97310

Routing
2 Morgan
Decker
1 Lord
Walker
Dushing
Johnson
3 Posts
Swan 5
Glenn
Litchfield
Gallagher
Stein

RECEIVED
MAR 15 1971
CONSTRUCTION
DIVISION

Subject: Wilsonville Interchange
Contract No. 7128

Dear Mr. Morgan:

On February 18, 1971 Mr. Floyd Query, Secretary, Oregon State Highway Commission, advised that extensions of time had been granted as follows:

Unit A to March 23, 1970

Unit B to March 28, 1970

Unit C to March 21, 1971

He directed us to contact you regarding this matter, and we are doing so in order to request that you advise us which particular circumstances, occurrences or conditions constituted the grounds for the above extensions and the number of days allowed with respect to each such circumstance, occurrence or condition. If you cannot furnish this information, we will appreciate your promptly advising us.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

By W. T. Lord
W. T. Lord, President

WTL:ah

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MAR 17 1971
BRIDGE DIVISION

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

REFERRED TO Construction – Board
BY SECRETARY
Do you wish to prepare a reply?
FQ

March 12, 1971

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Subject: Wilsonville Interchange
Contract No. 7128

Dear Mr. Query:

Your letter of February 18, 1971 advised us that the State Highway Commission had granted certain extensions of time on the above contract. In accordance with your letter we have written to the various officials mentioned therein with respect to this matter.

Meanwhile we request that you furnish us with a statement listing the particular circumstances, occurrences, or conditions which constituted the causes for the extensions of time and the number of days allowed with respect to each such circumstance, occurrence, or condition. Your prompt attention to this request will facilitate our further consideration of this matter.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

By W. T. Lord
W. T. Lord, President

WTL:ah

NOTED
FLOYD QUERY

Routing
Morgan
Pease
Owen 5
Litchfield

RECEIVED
MAR 17 1971
BRIDGE DIVISION

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MAR 15 1971
CONSTRUCTION DIVISION

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 29 1971
FOR FILE

I-5(40)[illegible]
7128

March 25, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed January 19, 1971, on Contract No. 7128. The contract was with Lord Bros. Contractors, Inc. and Lord Bros. Equipment Company and was for grading, paving, structures, signing, and illumination on the Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 25, 1971, and that you concur in this procedure at the Commission meeting on May 4, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

RECEIVED
MAR 25 1971
FOR FILING

I-5-5(4)-1
7128

March 25, 1971

W. T. Lord, President
Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon 97217

Dear Mr. Lord:

Your letter of March 12 requested details concerning the number of days allowed on your request for an extension of time on Contract No. 7128.

Your letter has been referred to our Bridge Section.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc Ivan Merchant

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

REFERRED TO
Construc – Bond
BY SECRETARY
Do you wish to prepare a reply?
FQ

March 12, 1971

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Subject: Wilsonville Interchange
Contract No. 7128

Dear Mr. Query:

Your letter of February 18, 1971 advised us that the State Highway Commission had granted certain extensions of time on the above contract. In accordance with your letter we have written to the various officials mentioned therein with respect to this matter.

Meanwhile we request that you furnish us with a statement listing the particular circumstances, occurrences, or conditions which constituted the causes for the extensions of time and the number of days allowed with respect to each such circumstance, occurrence, or condition. Your prompt attention to this request will facilitate our further consideration of this matter.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

By W. T. Lord
W. T. Lord, President

WTL:ah

15

NOTED
FLOYD QUERY

RECEIVED
MAR 30 1971

FOR FILING

[illegible]
7128

#5

February 18, 1971

Lord Bros. Contractors, Inc.
and Lord Bros. Equipment Co.
437 N. Columbia Blvd.
Portland, Oregon 97217

Gentlemen:

The State Highway Commission at its meeting on February 16 considered your requests for extensions of time on Contract No. 7128 for work on the Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway in Clackamas County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you the following extensions without assessment of liquidated damages:

Unit A to March 23, 1970
Unit B to March 28, 1970
Unit C to March 21, 1971

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
Ivan Merchant
V. E. Skoog
L. W. Rulien
Warren Mueller
Federal Highway Administration

RECEIVED
FEB 12 1971
FOR FILM

I-5-5(43) 334
7124

February 11, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 5
February 16, 1971 meeting

Gentlemen:

Lord Brothers Constructors, Inc., and Lord Brothers Equipment Co., contractor for the construction of the Wilsonville Interchange-Hubbard Interchange Section of I-5 in Clackamas County, Contract 7124, has requested that the specified completion dates for the work be advanced as follows:

Unit A - from October 13, 1969 to September 1, 1970	320 days
Unit B - from December 20, 1969 to October 30, 1970	280 days
Unit C - from July 31, 1970 to December 1, 1970	120 days

The contractor contends that extra work ordered, plan changes and extremely inclement weather in the late summer of 1968 prevented him from completing the work in the time allotted.

Actual completion dates for each of the units were:

Unit A	August 14, 1970
Unit B	August 5, 1970
Unit C	January 19, 1971

The section was opened to uninterrupted use by traffic on August 13, 1970.

We have determined, after careful study of the contractor's claim and pertinent conditions, that the completion dates for Units A and B should be advanced to the actual completion dates stated in the above paragraph without assessment of liquidated damages and further, that liquidated damages for time consumed beyond the August 13, 1970 date should be waived as the contractor was working essentially on extra work items ordered on price agreements and as extra work. The results of the Division determination would be to waive all liquidated damages.

The Federal Highway Administration does not concur in this action to the extent of waiving all liquidated damages. However, they do concur in extensions as follows:

Unit A	March 23, 1970
Unit B	March 28, 1970
Unit C	March 21, 1971

The contractor would then be assessed liquidated damages in the following amounts:

3-23-70 to 3-28-70	5 days @ $200 =	$ 1,000
3-28-70 to 8-5-70	130 days @ $300 =	39,000
8-5-70 to 8-14-70	9 days @ $200 =	1,800
	Total - - - -	$41,800

We seek your concurrence in granting the extensions to the limits which the Federal Highway Administration currently approves. We will continue negotiation on this matter.'

This item will be on the agenda for your consideration at the February 16 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
L. H. Young
V. E. Skoog
L. W. Rulien

CAG:ag fn

RECEIVED
MAR 5 - 1971

OREGON STATE
HIGHWAY DIVISION

I-5-5(40)284
7124

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

February 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7128
Prefix 603-1099
FAP I-5-5(40)284

Dear Sir:

All work under Contract No. 7128, Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway in Clackamas County, was completed on January 19, 1971.

We request that your office inspect and contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D Morgan
Construction Engineer

ECEI
OFFICE
ATE HIGHWAY

cy to Morgan
3. 4-71

Federal Highway Administration
Oregon Division Office Endorsement

Date 1-21-71

NOTED
TOM EDWARDS

Conditions noted on above date:

The project was inspected and found to be in substantial compliance with contract requirements. Reference is made to Inspection Report No. 31 dated 1-21-71.

for Malach
R. E. Simpson
Division Engineer

CTC:bk
VG:fw
cc R. L. Porter
F. D. Morgan

NOTED
A E JOHNSON

I-5-5(40) 284
7128

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wilsonville Intchge.-Hubbard Interchange

WEEK ENDING: January 23, 1971

SECTION PREFIX: 603-1099

HIGHWAY: Pacific

COUNTY: Clackamas

NAME OF JOB: Wilsonville Intchge.-Hubbard Intchg.

KIND OF WORK: Grading, Paving, Structures, Signing and Illumination

CONTRACTOR: Lord Bros. Contractors Inc. and Lord Bros. Equipment Co.

CONTRACT NUMBER: 7128

FEDERAL AID PROJECT NUMBER: I-5-5(40) 284

DATE OF CONTRACT: May 9, 1968

DATE WORK STARTED: May 15, 1968

ESTIMATED COMPLETION DATE: January 19, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 520,586,810

WORK DAYS USED:

CALENDAR DAYS USED: 985

SPECIFIED COMPLETION DATE: July 31, 1970

PERCENT OF TIME ELAPSED: 189%, 168%, 122%

PROJECT AUTHORIZATION: $5,014,170.00

EXCLUSIVE OF ENGINEERING: $4,567,607.00

ENGINEERING AUTHORIZATION: $356,563.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,5677607.00

ENGINEERING COST TO DATE: $413,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 116 %

DATE PROJECT WAS COMPLETED: January 19, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		PCC Paving
100	100	100	100	100	Comm. Source	AC Paving	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~XXXXXXXX~~	PAVING
MILES IN PROJECT	1.24	1.24		1.24	1.12
MILES PARTIALLY COMPLETED	"	"		"	"
MILES COMPLETED	"	"		"	"
TOTAL ESTIMATED QUANTITIES (CONTRACT)	311,400	73,800		16,000	10,500
TOTAL QUANTITIES CORRECTED TO DATE	279,000	82,000		25,000	"
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"		"	"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 compressor, 1 boom truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2254A	7505A	7505B	Signing	Illum.			
PERCENT	100	100	100	100	100			

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	17	Showers	1		
MONDAY	18	Cloudy	1		
TUESDAY	19	Showers	1		
WEDNESDAY	20	Partly Cloudy	0		
THURSDAY	21	Showers	0		
FRIDAY	22	Showers	0		
SATURDAY	16	Showers	1		

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Swan
Glenn
Litchfield
Gallagher

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JAN 25 1971
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No activity.
MONDAY 18	Lord Bros. Installed the remaining precast median barrier.
TUESDAY 19	Lord Bros. finishing median barrier.
WEDNESDAY 20	No activity.
THURSDAY 21	Mr. Christiansen and Mr. O'Neil of the BPR and Mr. Walker and Mr. Rear from the State made the final inspection.
FRIDAY 22	No Activity.
SATURDAY 16	No activity.

REMARKS

All work on the project was completed and a final inspection made this week. This will be the final weekly report.

SIGNED Warren E Muller LOCATION Lake Oswego

Orig. Bridge, cc: Bridge, Const. BPR, Region, file

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

JAN 25 1971

FOR FILING

Salem OR 97308

Mr. L. I. Lindas, Asst Attorney General
Salem, Oregon

January 14, 1971

08-35.1

Original Signed by
R. E. Simpson

R. E. Simpson, Division Engineer
Salem, Oregon

Oregon Project I-5-5(40)284
Wilsonville Interchange - Hubbard Interchange Section
Request for Extension of Contract Time, Contract 7128

Your letter of January 4 requests our reconsideration and concurrence in Mr. Johnson's request for extension of time on this project. Mr. Johnson requested on November 12, 1970 that all liquidated damages be waived. My December 8 reply indicated that we did not agree with this approach and sets forth our analysis and extent of participation.

You cite legal precedences concerning contract time provisions and imposition of liquidated damages in accordance with past court decisions. While you may make such a judgment, it is not the position of this office to presuppose a court action. Consequently, credence in this particular instance is merely one of opinion and may or may not apply should a claim arise.

In any event, if a claim should arise it is the Federal Highway Administration's policy to evaluate disputes arising under the contract as independent matters based upon the facts as presented.

cc:
OSHD (R L Porter)
OSHD (A E Johnson)
OSHD (I D Merchant)
E J Valach, Dist Engr

Simpson:nlg

cy to Construction
1-25-70

NOTED
TOM EDWARDS

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JAN 15
OFFICE OF
STATE HIGHWAY ENGINEER

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

January 7, 1971

Oregon State Highway Commission
Office of the Secretary
Salem, Oregon, 97310

Attention: Mr. Floyd Query, Secretary
Subject: Wilsonville Interchange, Contract No. 7128

Gentlemen:

Our contract work was completed on the above job September 22, 1970. Since November 19, 1969 the Highway Department has been withholding monies under the liquidated damages provision of the contract. This sum now amounts to $87,400.00. Since the completion date, the Highway Department has withheld an additional $40,000.00 in retained percentage plus $8,183.39 in progress earnings.

On October 23, 1969 we wrote the Department a letter requesting an extension of time without the assessment of the penalty provisions. We pointed out to the Highway Department the contractor's right to adjustment in contract times with no delay penalties charged currently. Again on November 10,1969 and a third time on February 13, 1970, we wrote requesting extension of time without penalty assessment. We have had verbal acknowledgement of the receipt of our letters, however, we have had no answer or action on our request.

The contract has had 47 modifications, through 24 extra work orders and 23 price agreements. On this contract our rights have been abrogated and we have suffered financial loss, coupled with a severe cash shortage.

In view of the amounts involved and the time elapsed, we request an immediate hearing to determine the responsibility for and a correction of this situation with prompt release of our funds. Please advise us of the time and place for this meeting at your earliest convenience.

RECEIVED
JAN 11 1971
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,
LORD BROS. CONTRACTORS, INC.

By W. T. Lord
W. T. Lord, President

W. T. Lord;ah
CCWarren Mueller, Bob Weiss

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JAN 11 1971

I-5-5(40)284
7128

January 11, 1971

Lord Bros. Contractors, Inc.
P. O. Box 17197
Portland, Oregon 97217

Attention: W. T. Lord
President

Gentlemen:

This morning we received your letter of January 7 in which you requested an immediate hearing concerning an extension of time on Contract 7128 to facilitate release of funds now withheld.

Your letter is being forwarded to the attention of the State Highway Engineer for appropriate action.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc R. L. Porter
Tom Edwards

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JAN 5 - 1971
LEE JOHNSON
ATTORNEY GENERAL
FOR FILING

[illegible]
7128

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

507 State Highway Bldg.

January 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Assessment of Liquidated Damages
Wilsonville Interchange-Hubbard Interchange Section
Contract #7128

Dear Mr. Simpson:

There has been forwarded to me for legal analysis, A. E. Johnson's communication to you of November 12, 1970, and your reply thereto of December 8, 1970 (08-35-DA), which have reference to the granting of time extensions and the assessment of liquidated damages in connection with the contractor's performance of highway contract No. 7128.

Inasmuch as there are pertinent legal considerations involved in my review and analysis of the matter, it is requested that the opinion hereinafter expressed be also submitted to your regional counsel for review.

In any consideration of the granting of time extensions for delay in the performance of highway contract No. 7128, the following germane rules of law must be kept in mind, viz:

a - If a contractor agrees to perform a contract by a particular day, and the parties have stipulated a fixed sum as liquidated damages, not wholly disproportionate to the loss for each day's delay, the other party to the contract must not do anything to prevent him from doing the thing contracted for within the specified time. (U.S. v. United Engineering & Contracting Co., 284 US 236; 152 ALR 1359)

b - It is well settled that in cases where delays have been caused by both parties to a contract, and the completion of the contract has been extended beyond the time fixed, the

> obligation for liquidated damages is annulled, and it cannot be revived, and any recovery for subsequent delays must be for actual loss proved to have been sustained. (New York Continental Filtration Co. v. U.S., (1920) 55 Ct Cl 288)

> C - Where delays are occasioned by the mutual fault of the parties, the court will not attempt to apportion them, but will refuse to enforce the provision for liquidated damages. (Gogo v. L.A. Flood Control District, 114 P 2d 65,70; Aetna Casualty & Surety Co. v. Board of Trustees, 35 Cal. Rptr. 765, 767)

With the foregoing in mind, we find the facts indicate delay factors that can be attributable to both parties to the contract. For instance we find the State, during the course of the contract's performance, issued 18 Extra Work Orders and 10 Price Agreements that could be urged delayed the contractor in his performance of the work. On the other hand we find the contractor also contributed to delays due to the collapse of one of his cofferdams. There were other causes also, namely unusual inclement summer weather, a machinist strike and work performed for the City of Wilsonville.

I agree with Mr. Johnson it is well nigh impossible to analyze the effect of each of the individual delays and I am quite sure the courts, should your failure to concur in Mr. Johnson's recommendation result in a subsequent legal action by the contractor, would refuse to resort to the task of opportioning the delays.

Respecting matters of this kind, I quote the following passage by the court in the leading case of Jefferson Hotel Co. v. Brumbaugh, 168 F 429 and 196 F 16 which can be applied to our factual situation:

> "It is vigorously urged that the plaintiff contractor in this case, however, was responsible for a large number of the days of delay and the defendant company for only a few of the days thereof, and that the court, under such circumstances, should attempt to 'apportion' such delay between the two and hold the contractor liable in penalty for those days he may be chargeable with.
>
> "This is just what the courts cannot, with any degree of certainty, do, and therefore refuse to do.
>
> "It needs but a moment's practical consideration of common building operations to realize that a contrac-

> tor may not complete the woodwork until the plastering is done; he may not in many instances complete the cement work until the plumbing is placed; he may not do the painting until the marble work is done.
>
> "To perform his work, he is entitled to work upon an orderly and systematic plan. It could not be required of him to move his scaffolding, his tools and implements, and his workmen back and forth from one quarter to another just as the other contractors might complete in one quarter a part of the heating, in another part the plumbing, and in still another the tile and marble work, in order that he should be free from the charge of delay.
>
> "Courts cannot know of these conditions as they actually existed at the time, and the evidence would be very unsatisfactory, taken months after, that would attempt to set forth all such conditions.
>
> "Therefore, the courts have laid down a very salutary rule to the effect that they will not attempt to apportion such delays where the causes thereof have been mutual, but will refuse under such circumstances to enforce the penalty."

Based upon the foregoing court holdings, which I feel our Courts would follow, it is my opinion the State would be legally obliged to grant the time extensions recommended, since contributing to the delays amounts to a waiver of its right to assess liquidated damages.

Further, it is also my opinion the FHWA must give credence to the legal considerations herein involved. May we, then, have your concurrence in Mr. Johnson's recommendations for time extensions. Should you, or your regional counsel, desire to further confer with us in this connection, we would be most happy to oblige you.

Very truly yours,

LEE JOHNSON
Attorney General

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JAN 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg

cc R. L. Porter
Tom Edwards
R. E. Johnson
Ivan Merchant

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I-5-5(40)284

7128

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 8, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Malach

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FEB 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville Int. - Hubbard Int. Section
Pacific Highway - Contract 7128
Request for Extension of Contract Time

199

Your analysis of the contractor's request for time extension was presented for review and concurrence in Mr. Johnson's November 12 letter. The concept of consolidating all time into one category would seem to violate the intent of the contract which sets forth three individual completion dates for different work categories. The Contractor submitted his request in three units of time and the work on this project should lend itself to breakdown in accordance with the contract time specifications. An intertie between categories is recognized but should not be significant with the possible exception of traffic shifting. The major delay in traffic shifting seems to have been as a result of the cofferdam collapse at Pier 2. Since your letter makes no reference to a request for time based on the cofferdam failure, we must assume that the failure, and all ramifications thereof, are considered the responsibility of the contractor. Under this concept the delays associated with the cofferdam are removed from contract time considerations. We assume that the delay caused by this failure has been included in the contractor's 300-day claim for weather delay.

12-11-70 [illegible]

In our analysis of the data presented we plotted each delay, as tabulated in Mr. Johnson's letter, on a calendar to show time overlaps. The dates used were those represented as the contractor's with the exception of Items 19, 20, 30, and 32 where the State's dates were used. Items not supported by dates were given the recommended time value without consideration to concurrent work. We have also taken the extremely liberal viewpoint of equating each day of supportable delay, including each day when tabulated change order work was performed, to an equivalent day of extended time. On this basis the time extensions were computed to be as follows:

Unit "A" - 159 calendar days
Unit "B" - 98 calendar days
Unit "C" - 233 calendar days

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STATE HIGHWAY ENGINEER

(more)

Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This results in revised completion dates as follows:

Unit "A" - March 23, 1970
Unit "B" - March 28, 1970
Unit "C" - March 21, 1971 2-10-71

In establishing categories we placed such items as PCC Pavement correction, drainage work on the south approaches, pavement markers, fencing and precast median barrier in Unit "C". This excludes late change order work from Unit "A" and establishes a date of substantial completion for roadwork based on field records. Completion dates for each time unit are established as follows:

Unit "A" Completed August 14, 1970
Unit "B" Completed August 5, 1970
Unit "C" Not yet completed.

In accordance with Article 8-7 of the Special Provisions, liquidated damages should be applied as follows:

3-23-70 to 3-28-70	5 days @	$200 =	$ 1,000
3-28-70 to 8-5-70	130 days @	$300 =	39,000
8-5-70 to 8-14-70	9 days @	$200 =	1,800
Total			$41,800

Project records show that liquidated damages, as of the last progress estimate, have been applied in the amount of $86,400.

Our concept of granting a day of extension for each day when extra work or delays were experienced should compensate for the differing climatic conditions. Some of the delays occurring in the summer forced the delayed work into periods of adverse weather. Some of the work was not wholly dependent on weather and a considerable amount of work would have been performed during winter months in any case.

Based on our analysis, Federal participation will be based on the schedule of liquidated damages presented herein. Considering our projected new completion dates we see no need for a second extension request since all remaining work is covered under Unit "C".

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I-5-5(40)284
7128

November 12, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Wilsonville Interchange-Hubbard
Interchange Section, I-5
Contract No. 7128
FAP I-5-5(40)284

Contract requirements for completion of the contract are quoted as follows:

> "Construction of all roadwork under the contract shall be completed not later than October 15, 1969. Construction of all work under the contract except field painting of structural steel and concrete finishing below the deck level on the Willamette River Bridge shall be completed not later than December 20, 1969. All work to be done under the contract shall be completed in its entirety by not later than July 31, 1970."

This specification essentially places completion of the work on a unit basis as follows:

Unit A - All roadwork - complete by October 15, 1969

Unit B - All structure work except concrete finish and steel painting - complete by December 20, 1969

Unit C - All work - complete by July 31, 1970

Status of the work on the various units as of this date is as follows:

Unit A - Items of extra work consisting of concrete median barrier north of the river bridge, raised traffic markers and correcting the settlement of the southbound concrete pavement at the north end of the bridge, all added late in the contract time period remain to be done.

Unit B - Work was completed August 5, 1970

Unit C - Current estimated date of completion November 30, 1970

The contractor has requested that the specified completion dates be advanced, without assessment of liquidated damages, as follows:

Unit A - From October 15, 1969 to September 1, 1970 - 320 days 159

Unit B - From December 20, 1969 to October 30, 1970 - 280 days 98

Unit C - From July 31, 1970 to December 1, 1970 - 120 days 233

490

The contractor in his request has attempted to separate delays to Phase A, Phase B, and Phase C. He has claimed a delay of over 300 days in Unit A as a result of unusually severe weather conditions. This is something of an all-inclusive which would provide the time needed for completion of Unit A without having to consider delays in Unit B which resulted in delays to Unit A. In recommending against allowance of this large period of time, it becomes necessary to consider the effect the delay in one unit has upon delays in other units.

While it was reasonable to specify different completion dates for the grading work and the structural work, it is impossible to analyze or limit the effect of any delay to one phase or the other. A delay on the grading portion of the project would likely result in a delay in a traffic shift. This, in turn, would impose a delay on the structure work. The reverse would also be true since it was necessary to complete certain structural items before grading and surfacing work could be completed. On some occasions, the effect of these delays on the other work units was reduced and, in some cases where weather was a factor, the effect of the delay was increased.

The contractor's request consists of a listing of numerous items. The items considered by us warranting extensions and our findings on each are listed as follows:

1. Telephone Company Interference

Contractor: Telephone Company excavation in construction area held up grading operation from July 23, 1968 to August 5, 1968, inclusive (see letter of July 24, 1968) -- 14 days.

The Telephone Company operation was located about 1,400 feet south of the project beginning, where the grading, rocking, and paving were scheduled to start.

The planned sequence of operation was upset as we could not carry through in an orderly manner on grading, base rocking, laying C-TB and paving with the Telephone Company's excavations crossing our line of operation.

To preserve the planned succession of operations it was necessary to suspend operations in this area until the Telephone Company restored their ditches and we could do our work in an economical sequence.

State: Work by the Telephone Company interfered with grading work, the completion of which was necessary in order to reroute traffic and facilitate structure work in the Wilsonville Interchange area. Telephone Company worked in the area for 28 days. Recommend that 15 days be allowed.

2. Wet Material in Borrow Area

Contractor: Grading operations suspended by the State for a decision on quality of material being taken from the State-furnished borrow pit for use as embankment on the L 5 Line

July 10 to July 12, inclusive 3 days
July 18 to July 21, inclusive 3 days

State: Contractor had access to other suitable sources of borrow. Recommend no allowance on this item.

3. Weather

Contractor: The period from August 13 to October 15, 1968, constituting 62 days of the working season had the wettest weather since 1879. We are including climatological data from the U. S. Environmental Science Services Administration which substantiates our statement. Lord Bros. required 62 days of the following years' work season June 28 to August 28, 1969 to complete grading and embankment operations planned for the 1968 work season. The total period that the work was suspended because of such weather was 10 months and 15 days. Total time equals 315 calendar days. Actual time requested in this letter -- 300 days.

State: The contractor claims and offers climatological data to back up his claim that the fall of 1968 was an extremely wet period. As a result, during this period which he would normally be expected to work, his operations were restricted. He was not able to complete a major phase of the grading and embankment operations and was forced into completing this work the following summer.

In reviewing the project activities, we find about two weeks in August and about two weeks in September when grading work was suspended as a result of rain. These rains were unusual in duration and intensity; and undoubtedly, delays to the grading during this period carried over and had a continuing effect on the remainder of the work. The delays carried over from the August-September rainy period offered reinforcement for other claims for delays, but we cannot concur that they actually delayed the job 300+ days since some grading work did continue on through the winter months. It is, therefore, recommended that 35 days be allowed for the unusual rains in August and September and that the effects of these rains be kept in mind when considering other delays claimed. The four weeks which it appears to us the contractor's grading work was halted were August 17 through September 21.

4. Machinist Strike

Contractor: Our 75-ton 1201 Lima Crane required heavy machine shop work before we mounted the crane on the barge obtained for this purpose. Few machine shops in the Northwest are equipped to handle such heavy pieces of equipment. The machine shops of both states were out on strike. The necessary work was delayed until the strike was settled on July 15, 1968. When the delay became apparent, we purchased another crane and brought it to the jobsite. The boom on this crane was declared unsafe by the State Safety Department, and as a new boom could not be secured in time, the machine was not used.

Delay by machinist strike in adaptation of 1201 Lima Crane to barge after arrival at site, June 17, 1968 to July 15, 1968, inclusive -- 28 days.

State: Procuring equipment to accomplish the work is not a reason for an extension of time. Recommend that the 28-day delay claimed be disallowed.

5. EWO's 2 and 3 - Pipe Bedding and Backfill and Raise Manhole

Contractor: Extra Work Order No. 2 and No. 2 Supplementary Borrow Material for pipe bedding and backfill; from June 5, 1968 to June 13, 1968 the work was held up until the work order was approved and additional time was required for obtaining the borrow material and hauling away the native excavated material -- 9 days.

Extra Work Order No. 3; June 5, 1968 to June 12, 1968 existing manholes paved over by county crews required revision. Delay until approval received and work completed -- 7 days.

State: These two work orders overlap. Overlap reduces the claimed delay to 9 days and job observation indicated a 50-percent delay to the job. Recommend 5-day extension.

6. EWO No. 4 - Revise Luminaire Arms

Contractor: Extra Work Order No. 4; revise illuminaire arms on temporary light standards August 1, 1968 to August 5, 1968 -- 5 days.

State: Five days are required to perform this work. The contractor claims five days. This work did not interfere directly with any other operation and did not directly delay completion of the project. It involved the shortening of luminaire arms after the temporary illumination had been installed. While the work did not have any direct effect, any extra work ordered does have an indirect effect on completion of a project since it often deprives other items of work of labor, equipment and necessary supervision. Recommend that two days be allowed.

7. EWO No. 5 - Revise Piers 1 and 2 Cofferdams

Contractor: Extra Work Order No. 5; revise cofferdams at Pier Nos. 1 and 2 and remove old piles. Work was delayed from August 15, 1968 to August 28, 1968, awaiting the revision and completion of the additional work -- 13 days. Extra Work Order No. 5 Supplementary; revise cofferdams at Pier Nos. 1 and 2 and remove old piles at Pier No. 2. September 5, 1968 to September 22, 1968, additional time required because the difficulties were greater than anticipated -- 21 days.

State: This is certainly a critical item in its relationship to the progress of the project. The contractor requests 34 days. However, this delay period runs from August 15 to September 22, essentially the same period as recommended under Item 3, Weather. if the weather day delay is approved, this delay will add just one day.

8. EWO No. 6 - Special Backfill in Subexcavated Areas

Contractor: Excavate unsuitable materials in subgrade and replace with imported materials August 22, 1968 to August 29, 1968 -- 8 days.

State: Recommend that 8 days be allowed.

9. EWO No. 8 - Transition Lanes

Contractor: Construct transition lanes from 4-lane to 6-lane facility northbound and southbound, 1,150 feet in length, August 12 to August 15, 1968, August 28 to September 12, 1968, September 24 to October 2, 1968 -- 29 days.

State: 29 days consumed in the work; however, 7 days overlap with Items 3 and 7. Recommend 22 days be allowed.

10. EWO Nos. 9 and 11 - Exploratory Work Piers

Contractor: Revisions to Pier No. 2; the time expended in these revisions is included in time requested in EWO No. 5 and No. 5 Supplementary -- none.

Exploratory work to determine exact location of seal at Pier 3 and footing at Pier No. 4, January 13 to January 17, 1969 -- 5 days.

State: Field records show three days, January 13, 14, and 15, 1969, on this work. Recommend three days.

11. EWO No. 12 - Repair Sanitary Sewer

Contractor: Repair damaged sanitary sewer and replace culvert pipe; October 4, 1968 -- one day.

State: Result of survey crew staking error. One day recommended.

12. EWO No. 14 - Median Area Drain

Contractor: Install drain pipe; November 4, 1968 -- one day.

State: Recommend one day.

13. EWO No. 15 - Remove Cofferdam Material

Contractor: Remove cofferdam material left in existing footing and intruding into new construction; January 17 to January 24, 1969 -- 8 days.

State: Field records show 5 days. Recommend 5 days.

14. EWO 16 - Revise Manhole

Contractor: Lower manhole and reinstall grate,March 28 to April 1, 1969 -- 4 days.

State: Recommend 4 days.

15. EWO No. 17 - Revise Pier 3 Cofferdam

Contractor: Remove cofferdam material left by previous contractor at existing Pier 3, May 4 to May 23, 1969 -- 5 days.

State: Recommend 5 days.

16. EWO No. 18 - Special Slope Drainage

Contractor: Construct asphalt concrete gutter and install 6-inch drain pipe in slope, June 3 to June 4, 1969 -- 2 days.

State: Recommend 2 days.

17. EWO No. 19 - Portland Cement Co. Overlay Wilsonville Structures

Contractor: Portland Cement overlay, November 24 to November 27, 1969, January 15, 16, 28 and 29, 1970 -- 8 days.

State: This work originally bid under Contract Item 91. Specified work proved impractical. Planning for proper solution to problem and discussions of problem took considerable time which resulted in delay to the contractor's normal sequence of operations. Recommend 8 days allowance.

18. EWO No. 20 - Remove Asphalt Cement Pavement

Contractor: Remove existing asphalt cement pavement to allow full 7-inch thickness of concrete pavement overlay, August 13 to August 14, 1969.

State: Recommend 2 days.

19. EWO No. 21 - Reconstruct Detour

Contractor: Revise southbound roadway detour alignment on south end of bridge, December 31, 1969 to January 23, 1970, net -- 17 days.

State: Possible delays to the completion of the project as a result of this item took the form of delays in rerouting the traffic. On the basis of the weekly reports, it appears that the earliest traffic shift which could have been made would have taken place January 12. We therefore recommend 11 days from January 12 to January 23 be allowed.

20. EWO No. 22 - Repair 12-inch Culvert, Mkt. Rd. 12

Contractor: No request.

State: Work performed April 23, 1970, not included in the contractor's request since work was performed after request submitted. Recommend that 1 day be allowed.

21. P. A. No. 1 - Revisions to Fencing

Contractor: Additional fence removal, May 15, 16, 17, and June 25, 27 -- 5 days.

State: We cannot see how this change in fencing had a direct effect on the completion of the project. We recommend 1 day be allowed.

22. P. A. No. 3 - Excavation Below Grade

Contractor: July 2, 3, 5, 1968, equals 4 days; September 6 through September 12, 1968, 7 days; October 24, 25, 2 days; May 22, 23, 26, 27, 28, 29, 1968, 8 days; October 13, 1969, 1 day; November 11, 12, 1969, 2 days; December 18, 1969, 1 day;

P.A. No. 3 total -- 27 days.

State: Revise detour to allow fill on southbound. Recommend 14 days.

29. P. A. No. 15 - Relocate Power Service

Contractor: Relocate power service -- 1 day.

State: Extra work to install underground service to illumination. Recommend 1 day.

30. P. A. No. 16 - Install Shear Studs

Contractor: No request; order was issued after he had presented his request for time extension.

State: Work required a total of 9 days. Recommend 9 days.

31. Install Conduit for City of Wilsonville

Contractor: Work on 306 feet 60-inch corrugated metal pipe through highway right-of-way at request of City of Wilsonville, January 28 to February 3, 1970, May 23 to May 26, 1969 -- 8 days.

State: This work did cause some delay to the project and was performed with our approval on an actual cost basis paid by the City of Wilsonville as a service to the City. We do not feel the contractor should be penalized as a result of performing this service which had our blessing. We therefore recommend that the 8 days requested by the contractor be allowed.

Additional time would also be in order as a result of extension of the storm sewer through Wilsonville. The contractor worked on the sewer extension from April 27 to May 13, 1970 -- 17 days. We recommend 10 days be allowed.

32. Additional Items not in Contractor's Request.

Extra work -- 14 days -- period of July 31 through August 13, 1970, due to Price Agreement No. 19 for additional curb and drainage work, Price Agreement No. 20 for removal of dead trees and Extra Work Order No. 23 for revision of guardrail connections.

> During December 1969, while the contractor was preparing to open the southbound structure to traffic, revisions were made in the guardrail plans, creating a delay. For the most part, this time was concurrent with other delays claimed including TCC overlay of Wilsonville Interchange structure and detour reconstruction for which all of the time requested was not recommended. We therefore recommend an additional seven days for intermittent periods during December 1969. During July 1970, a water line contractor working for the City of Wilsonville delayed surfacing of the ES line. This required additional hand work which resulted in approximately two days' delay.

There was a total of 43 change orders (PA's and EWO's) written on the contract for an aggregate amount of $192,130. Thirty-three of these were chargeable to roadway work and ten to bridge work. As stated previously, it is not possible to determine exactly how each of these affected the contractor's construction schedule due to the complexities of the work and the sequence of construction operations the overall accomplishment of the work required.

It is our determination that the change orders plus the work by the Telephone Company, the inclement weather, and the contractor's work for the City of Wilsonville delayed the contractor's work a total of 238 days.

The critical completion date for the contract is December 20, 1969, as it is the date on which the section was to be opened to uninterrupted use by traffic. Applying the 238-day delay to the December 20, 1969 date will advance this date to August 15, 1970. The section was opened to uninterrupted use by traffic on August 13, 1970.

Because of the practically impossible task of analyzing the effect of each of the individual delays to their respective units of work, we propose to recommend to the Highway Commission that the dates for both Units A and B be advanced to August 13, 1970 without assessment of liquidated damages. May we have your concurrence to this action.

This is to be considered an interim adjustment of time with another adjustment to follow when final dates are established.

Status of the work at the present time is as follows:

Concrete median barrier north of the river bridge and correcting the settlement of the PCC paving at the north end of the river bridge remain to be done on an extra work or Price Agreement basis.

Our request for the second extension will be on the basis of waiving all liquidated damages for time after August 13, 1970, because of the fact that all the work to be done that interferes with traffic will be on a force account or Price Agreement basis.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan
L. H. Young
V. E. Skoog

CAG:ag ms

RECEIVED
OCT 12 1970

7124

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
October 8 1970

SUBJECT: Adams Damage Claim
Wilsonville Int.-Hubbard Int.
Pacific Hwy. (I-5)
Contract No. 7128

To: F.D. Morgan
Const. Engineer
State Highway Building
Salem, Oregon

Attention: E.A. Pease

Herewith Resident Engineer's report and two copies of investigating officer's report of the subject accident. The Resident Engineer, Warren Mueller, stated that there was no visible evidence of an accident having occurred, although the officer's report states that the vehicle actually collided with the overpass structure.

L.W. Rulien
Regional Engineer
by C.T. Flink

C.T. Flink
Regional Office Engineer

CTF:sdf

NOTED
A. E. JOHNSON

RECEIVED
OCT 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 9 1970
CONSTRUCTION
DIVISION

FORM 2-30 [illegible] 10-60 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Lake Oswego, Oregon 97034
October 6, 1970

To: L.W. Rulien
Regional Engineer
Region 1

SUBJECT: Wilsonville Interchange -
Hubbard Interchange Section
Contract No. 7128
Accident on Project Aug. 9, 1970

To the best of my knowledge the following conditions were present at the accident site on August 9, 1970. Traffic was using the two right Portland Cement Concrete lanes with cantel barricades which have flashing amber lights attached, placed in the inner or left hand lane at approximately 250 foot intervals to keep traffic in two lanes since traffic was restricted to two lanes across the Willamette River Bridge. The project was illuminated by Mercury Vapor lights and two construction speed signs of 50 MPH were posted. The white shoulder stripe from the project to the North moved traffic from the 12 AC shoulder to the two 12 foot PCC lanes on our project. The center skip line also moved from the outer edge of the PCC on the Northerly projectto the left edge of the outside 12 foot PCC lane on our project. There was no marking on the left to delineate the edge of the traffic lane except the joint in the pavement.

Warren E Mueller
Warren E. Mueller
Resident Engineer

STATE OF OREGON

Accident Report — Police

☐ FATAL ☒ INJURY ☐ PROP. DAMAGE

STATE POLICE-SALEM
DEPARTMENT

NO. [illegible]

DATE OF ACCIDENT: AUG. 9-70
TIME OF ACCIDENT: 10:40 ☐ A.M. ☒ P.M.
ARRIVED AT SCENE: 10:55 ☐ A.M. ☒ P.M.
CITY: N/A
COUNTY: CLACKAMAS
SHEET 1 OF 1 SHEET(S)
DO NOT WRITE IN THIS SPACE

OCCURRED ON (Route Number or Name): INTERSTATE #5
AT INTERSECTION OF (Route Number or Name): N/A

IF NOT AT INTERSECTION: .1 ☐ FEET ☒ MILES N ☐ S ☒ E ☐ W ☐ OF COUNTY ROAD #6 (Intersecting highway or street, landmark, or house no.)
MILE POST: 17.6
NEAREST CITY: .1 MILES N ☐ S ☒ E ☐ W ☐ OF WILSONVILLE

ACCIDENT INVOLVED
☐ PEDESTRIAN ☐ OTHER MV ☐ RR TRAIN ☐ BICYCLE ☐ ANIMAL ☒ OVERTURNED IN ROAD ☐ RAN OFF ROAD ☐ OTHER NON COLLISION ☐ FIXED OBJECT ☐ OTHER OBJECT ☐ CITY, COUNTY OR STATE PROPERTY DAMAGED.

CODE FOR INJURY
(Use only the most serious one in each space for injury)
K - Dead before report made.
A - Visible signs of injury, as bleeding wound or distorted member; or had to be carried from scene.
B - Other visible injury, as bruises, abrasions, swelling, limping, etc.
C - No visible injury but complaint of pain or momentary unconsciousness.
O - No indication of injury.

UNIT No. 1 - MOTOR VEHICLE

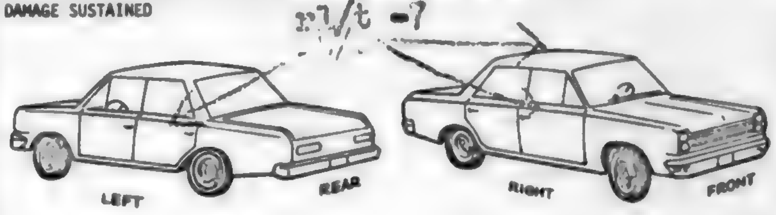
DRIVER'S FULL NAME (last) (first) (middle): ADAMS LYLE FRANCIS
ADDRESS: 3334 LIBERTY ROAD, SALEM, OREGON.
OPERATOR LICENSE NO.: 324653
STATE: OREGON
☒ REGULAR ☐ OTHER
SPECIFY TYPE: N/A
DATE OF BIRTH: 04-10-46
Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. ⇨

SEAT BELT	AGE	SEX	INJ.
XX	24	M	A

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER						
FRONT RIGHT	ADAMS, LINDA ANN	3334 LIBERTY ROAD, SALEM, OREGON.	XX	21	F	O
REAR LEFT						
REAR CENTER						
REAR RIGHT						

VEHICLE MAKE & MODEL: VOLKSWAGON
BODY STYLE: COACH
YEAR: 60
LICENSE PLATE NUMBER: 5N 2340
STATE: OREGON
YEAR: 71
OWNER'S NAME AND ADDRESS: SAME AS OPERATOR
VEHICLE REMOVED BY/TO: CHUCK'S UNION & STORED-N N-P REFERENCE

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☐ YES ☒ NO

UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

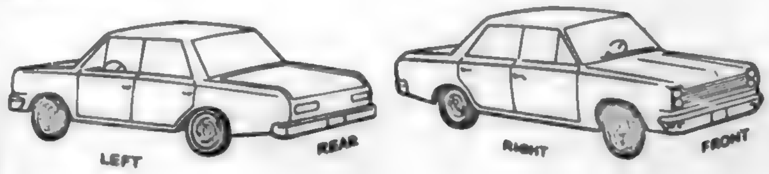
DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME:
ADDRESS:
OPERATOR LICENSE NO.:
STATE:
☐ REGULAR ☐ OTHER
SPECIFY TYPE:
DATE OF BIRTH:
Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. ⇨

SEAT BELT	AGE	SEX	INJ.

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER						
FRONT RIGHT						
REAR LEFT						
REAR CENTER						
REAR RIGHT						

VEHICLE MAKE & MODEL:
BODY STYLE:
YEAR:
LICENSE PLATE NUMBER:
STATE:
YEAR:
OWNER'S NAME AND ADDRESS:
VEHICLE REMOVED BY/TO:

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☐ YES ☐ NO

WEATHER (Check one): ☒ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ OTHER..........
ROAD COND. (Check one): ☒ DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER...........
LIGHT COND. (Check one): ☐ DAYLIGHT ☐ DAWN OR DUSK ☒ DARKNESS, LIGHTED ☐ DARKNESS, UNLIGHTED ☐ OTHER.............

	UNIT 1	UNIT 2
SKIDMARKS TO IMPACT (ft)	147'	
DISTANCE TRAVELED AFTER IMPACT (ft)	204	
STATED SPEED BEFORE IMPACT (MPH)	70	
DESIGNATED SPEED FOR AREA (MPH)	70	

FIRST AID GIVEN BY: WRITER & AMBULANCE ATTENDANTS
INJURED TAKEN TO: SALEM MEM. HOSP.
BY:

WITNESSES
NAME: ADDRESS:
NAME: ADDRESS:

ACTIONS TAKEN (Arrests, etc.): NO ACTION TAKEN.

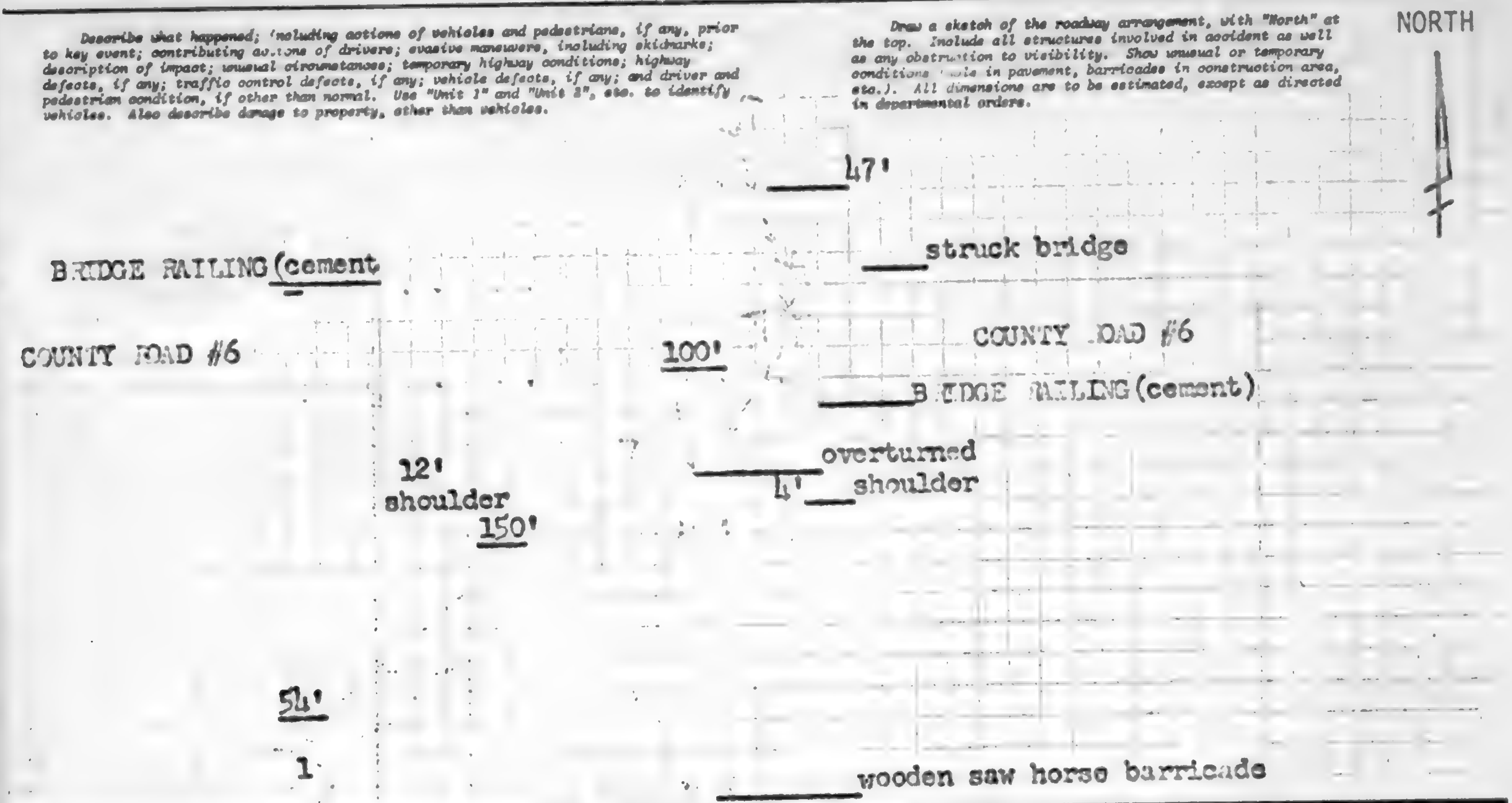
REPORTING OFFICER: 376-21 Jimmy L. Smithey Pfc.

OO-46 11/67 cc: To Capt. D'Angelo

DESCRIPTION & DIAGRAM OF ACCIDENT

Describe what happened; including actions of vehicles and pedestrians, if any, prior to key event; contributing actions of drivers; evasive maneuvers, including skidmarks; description of impact; unusual circumstances; temporary highway conditions; highway defects, if any; traffic control defects, if any; vehicle defects, if any; and driver and pedestrian condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify vehicles. Also describe damage to property, other than vehicles.

Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions (hole in pavement, barricades in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.



SUPPLEMENTARY REPORT

This is a one Unit Accident occurring on Interstate #5. This portion of the highway is a construction zone, well lighted and well marked as such. The designated construction speed for the area is 50mph. There is no obstruction to ones view at this point on the highway. The south bound travel portion of the highway is three lanes, with the inside lane blocked. The lane is blocked with wooden, saw horse type barricades with ~~an~~ flashing amber lights attached. At this point on the highway County Road #6 runs East and West under Interstate #5.
Apparently Unit #1 south bound on the middle lane and came behind and unknown vehicle also traveling on the middle lane. Unit #1 apparently pulled to the inside lane to pass and observed the barricade directly in front of him. The operator of Unit #1 apparently applied his brakes and attempted to go between the barricade and the overhead bridge railing. Unit #1 struck the bridge, the operator lost control and the unit overturned on the inside lane. The Unit slid on its top across the other two lanes, left the highway on the right side and came to rest on its right side facing north west.

Operator of Unit #1 stated in substance that he was south bound on the middle lane at about 70mph and started to pass another unit. That when he pulled to the inside lane there was a barricade blocking that lane. That he went to the left further and apparently hitting some gravel and lost control of his unit.

RECEIVED
SEP 23 1970

I-5-5(40)284
71-18

September 22, 1970

Mr. and Mrs. Lyle F. Adams
3334 Liberty Road, South
Salem, Oregon 97302

Dear Mr. and Mrs. Adams:

This will acknowledge receipt of your letter dated September 21 in which you make a claim for damages incurred in an automobile accident on Interstate 5 near the Wilsonville Interchange on August 9, 1970.

I am forwarding your letter to our Chief Counsel, Mr. L. I. Lindas.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc L. I. Lindas

To: Secretary of the Oregon State Highway Department
Floyd Query

From: Lyle F. Adams
Linda A. Adams

Date: September 21, 1970

You are hereby notified that a claim for damages is being made against the Oregon State Highway Department.

On August 9, 1970, at about 11:30 P.M., my wife and myself were involved in an automobile accident on Interstate 5 near the Wilsonville interchange.

This area was under construction and due to the negligence of the Oregon State Highway Department there was an unlighted barrier in the left hand lane of travel. There was no prior warning that this barrier was to be encountered by motorists.

As a result of this accident my wife and myself were injured. We suffered the following injuries:

Lyle F. Adams
1. Severe laceration and bone chip of the lower left leg.
2. Multiple abrasions of the upper and lower left leg.
3. Multiple contusions of the upper and lower left leg.
4. with the resultant pain and suffering therefrom.

Linda A. Adams
1. Multiple contusions to the hip, thigh, and knee of the right leg.
2. With the resultant pain and suffering therefrom.

As a result of this accident the car was demolished and was worth $600.00, before the accident. There are doctor bills in the approximate amount of $275.00. The ambulance bill was $25.00. The hospital bill was $61.60. The towing charge was $23.00. And General damages are demanded in the amount of $10,000.00, for pain and suffering.

Signed

Lyle F. Adams
Linda A. Adams
3334 Liberty Road S.
Salem, Oregon 97302

RECEIVED
SEP 22 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

Form E-200—5M

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 9-11-70
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
TITLE
DATE 10-8-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Wilsonville Interchange *-Hubbard Interchange
Date Sept. 11, 1970
Highway Pacific
Contract No. 7128
County Clackamas
Prefix 603-1099
Contractor Lord Bros. Contr. Inc. and Lord Bros. Equip. Co.
F. A. Project No. I-5-5(40)284
Address 437 N. Cloumbia Blvd., Portland, Oregon
Order No. 24

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Pressure grout PCC pavement to fill voids and place a PCC patch to correct settlement on the southbound traffic lanes.

1. Maximum equipment rates as per A.G.C. and State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Location by station numbers: L5 570 to 572+20

Estimate of quantities and cost:

		Equip.	Labor	Material
Pressure fill slab.	$1,500.00	500.00	500.00	500.00
Remove 3inches at end	1,000.00	X200.00	800.00	
Prepare surface	4,750.00	2000.00	2,000.00	750.00
Epoxy in place	2,300.00		300.00	2,000.00
Wire mesh in place	880.00		480.00	400.00
Concrete	2,500.00			2,500.00

(over)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work is necessary to correct settlement of the southbound pavement and to fill voids under the reinforced panel at the bridge end.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,014,170.00	
Present estimate of project cost, including $~~21,470.00~~ 20,420.00 for work under this order	$5,014,170.00	
Expected under-run over-run amount	$ none	
Expected under-run over-run per cent	none	

Submitted by: Warren E Muller
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved: 10-13-70
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction ~~Office~~ Engineer.

SP*23577-734 OK
NB

Estimate of quantities and costs continued:

		Equip.	Labor	Materials
Equipment to place concrete	$1,850.00	$1,850.00		
Labor to place concrete	4,140.00		$4,140.00	
	$18,920.00			
Signing	1,500.00			
~~Striping (State Crew)~~	~~1,050.00~~	Omit PHW		
Total	~~$21,470.00~~ 20,420.00			

RECEIVED
SEP 30 1970
BRIDGE DIVISION

RECEIVED
SEP 22 1970
BRIDGE DIVISION

RECEIVED
SEP 18 1970
BRIDGE DIVISION

RECEIVED
SEP 10 1970

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 3, 1970

SUBJECT: File 22383 - Guyton
Barbur Boulevard -
White School Section
Portland - Salem
Expressway
Clackamas County

To: Mr. R. L. Porter
State Highway Engineer

BUILDING

The City of Wilsonville has requested the sale of an expended gravel and borrow source for the purpose of construction a sewage disposal system.

The property has been appraised and offered to the City of Wilsonville for one-half price, or $10,325. The City countered with an offer of $3,000, saying that the property was not worth the State's appraisal and that the State had paid only $700 per acre when it purchased the property.

A second appraisal has now been completed and has been reviewed at $16,575, a rate of $2,500 per acre for 6.63 acres. One-half of this amount would be approximately $8,300.

Mr. Haskin has offered the property to Mr. P. R. Balsiger, Mayor of the City of Wilsonville, for $8,000; Mayor Balsiger has submitted a counter offer in the amount of $5,500.

This property has been cleared by the engineers as being excess to the State's needs at the completion of the existing contract.

Please advise what action the Commission wishes us to take on the matter of this proposed sale.

John R. Oakes
John R. Oakes
Assistant R/W Engineer

JRO:JP

Discussed with Oakes on 9/10/70
R/W will have it on the Sep 29 agenda
for $5,500. ~~[illegible]~~ OK this date
R.L.P.

Copy to Klabe
9-10-70

SP*52475-734

file

RECEIVED
JUL 22 1970
FOR FILING

1 5 5(12)274

7124

July 20, 1970

The Honorable John J. Inskeep
State Senator
105 State Capitol Building
Salem, Oregon 97310

Dear John:

Thank you for your July 17 note concerning the request of the City of Wilsonville for certain Highway Commission property to be used as a portion of its sewage treatment plan.

I am asking the Right of Way Section to review its value determination and I will discuss the matter with the Highway Commission. This may take a few weeks, but I will get in touch with you just as quickly as the review has been completed.

Sincerely,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
H. S. Cox
R. D. Asburry
R. B. Sipprell

PHILLIP R. BALSIGER
Mayor
WILLIAM D. BRUCK
Public Works
WILLIAM A. MONTGOMERY
Public Safety
WALTER O. WEHLER
Public Relations
GLENN CUMBERLAND
Recreation

CITY OF
Wilsonville
P.O. Box 155 / Wilsonville, Oregon 97070

July 21, 1970

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

I had fully intended that you were to hear from me before Senator John Inskeep contacted you concerning our interest in acquiring the barrow pit site (Deed No. Q-1467) here in Wilsonville.

I would like to emphasize what Senator Inskeep has already pointed out; we consider the appraisal for this property as too high.

We realize that the Highway Department is in an awkward position as you are dealing with many municipalities and an outright gift of the subject property to the City of Wilsonville may be difficult for you to justify.

However, an appraisal of approximately $1,000.00 per acre for an expended rock quarry would not be difficult to reconcile, especially in view of recent sales of similarly oriented land (not expended) for the sum of $2,000.00 to $3,000.00 per acre.

A price of not more than $3,000.00 to the City of Wilsonville for the subject property would be fair to the State of Oregon and the City of Wilsonville,

Sincerely,

Phillip R. Balsiger

PHILLIP R. BALSIGER, MAYOR

PRB/s

RECEIVED
JUL 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

CHAIRMAN:
REP. ROGER E. MARTIN

VICE-CHAIRMAN:
SEN. JOHN J. INSKEEP

STAFF:
DAVID E. LYONS
EXECUTIVE SECRETARY
JAN PERRY, CLERK

MEMBERS:
REP. ROBERT A. ELLIOTT
SEN. EDWARD N. FADELEY
M. JAMES GLEASON
REP. RICHARD L. KENNEDY
JAMES R. MOORE
JOHN D. PHILLIPS
SEN. R. E. (POLY) SCHEDEEN
REP. DONALD L. STATHOS
LARRY L. WOLFARD

STATE OF OREGON
INTERIM COMMITTEE ON URBAN AFFAIRS
AND MASS TRANSPORTATION
105 STATE CAPITOL
SALEM, OREGON 97310

July 17, 1970

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Rod:

Enclosed is a review of the proposed Wilsonville purchase of a sewage system site, which I mentioned while talking with you last evening.

It would seem to me on the face of it that the Wilsonville City Council has some justification for its claim for a lower price on this parcel of land.

I trust your department will scrutinize both the access problem and the limited use problem carefully before rendering a decision. I have inspected the premises in some detail and I shall be pleased to discuss the matter in person in the near future when you are in the office.

Sincerely yours,

John
jp

John J. Inskeep
State Senator

JJI:jp

Encl.
cc: Mr. Phillip R. Balsiger
Mayor of Wilsonville

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

The property consists of approximately 6.8 acres and lies directly west of I-5 on the North side of the Willamette River. The State Department of Highways refer to this property by Deed No. Q-1467, acquired from Dale S. and Marion W, Guyton.

The subject property is a reasonable site for our treatment plant, but will be somewhat expensive to develop, as we need to engineer a new road into the site. (The existing road is not available, as it crosses a maintenances gravel storage lot.)

The Highway Department purchased this property from Guytons for $700.00 per acre and have subsequently fully utilized all resources (rock for I-5) leaving a 50' deep hole in the ground. Approximately only four acres are fully usable due to the perimeter embankments.

The Department of Highways has valued this property at over $3,000.00 per acre (including an easement to the river for our outfall line) bringing the net price to us (at 1/2 appraised value) at $10,500.00. We feel this is out of line, and a gift of the property to the City would not be an unreasonable request. However, in setting any sort of a price, $3,000.00 to us should be an outside figure.

RECEIVED
SEP 9 1970
FOR FILING

I-5-5(40)284
1174

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 3, 1970

To: MEMO TO THE FILES

SUBJECT: Wilsonville Interchange-Hubbard Interchange Section
Contract No. 7128

Yesterday afternoon, Mr. Rulien and Mr. Mueller picked up the large scale profile which had been revised to show the grade restoration at the north end of the Willamette River Bridge on the southbound lanes. This revised grade line evolved from a Front Office discussion the day before at which time it was decided to restore the grade with a concrete patch.

This latest approach was also discussed with Mr. Christianson of the Federal Highway Administration and has his approval. He pointed out, as did Mr. Rulien, that some cement grouting work must still be done immediately off the end of the bridge in order to fill a probable cavity under the reinforced panel at bridge end.

Mr. Rulien also pointed out that the concrete patch cannot be placed to the same lane widths or sequence as the original pavement which consists of three 12-foot lanes and about a 10-foot shoulder on the right and 8-foot shoulder on the left. Any two full lanes does not leave enough room for two lanes of traffic. Consequently, the first pour will stop somewhere within the middle 12-foot lane.

Arrangements for this work are to proceed immediately and a new force account order will be submitted.

RECEIVED
SEP [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

cc: A. E. Johnson
I. D. Merchant
L. W. Rulien

NOTED
A. E. JOHNSON

FORM E-20 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1970

SUBJECT:
File 34559
Wilsonville Interchange-
Pacific Highway

To:

Mr. D. J. Barbee
Design Engineer

Attention Mr. Floyd Scott

Attached is our File 34559 with J. Victor and Faye Hamar. Please see the letters from L. W. Rulien to F. D. Morgan dated August 24, 1970, and from L. F. Sheridan to David H. Moehring dated August 21, 1970.

Will you please prepare the appropriate description so the land can be deeded to Hamars and the transaction concluded.

Earl F. Saling
EARL F. SALING
Right of Way Office Mgr.

EFS
ls

cc: Mr. W. H. Haskin
Mr. Kenneth Rolfe

8-31-70
Wait for contract completion (Est. Sept. 30)
and R/W pins set.
Notified Saling.
S.

SP*32475-734

RW 12340
17522
1A-8-7
34527

OREGON STATE HIGHWAY DEPARTMENT

DESCRIPTION OF METES AND BOUNDS

Purchase ( ) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale (x) SE Quadrant (Other)

USE: R/W ( ) St. Pile ( ) Material Source ( ) Park ( ) Maint. ( ) .... (Other)

Description prepared by HRS, 11-28-62 (Date); (State Purpose ....)

Owner State of Oregon by and thru its State ~~of Oregon~~ Highway Commission

Wilsonville Interchange Section, Pacific Highway.

A parcel of land lying in the NE¼ of Section 23, Township 3 S, Range 1 W, W. M., Clackamas County, Oregon, and being a portion of that property (designated as Parcel #2 and) described in that certain deed to the State of Oregon by and thru its State ~~of Oregon~~ Highway Commission, recorded in Book 452, Page 483 of Clackamas County Record of Deeds; the said parcel being described as follows:

Beginning at a point which is opposite and 115 feet Easterly of Engineer's center line Station 540+90 on the center line of the Northbound lane of the Pacific Highway, said point being 392.32 feet South and 1099.10 feet West of the Northeast corner of said Section 23; thence N 10° 29' E, 152.53 feet; thence N 28° 18' E, 76.55 feet to the Southerly line of said property and the true point of beginning; thence
X 27° 52' 30" 83.75
N 25° 41' 40" E, 82.15 feet; thence N 89° 57' 50" E, 75 feet; thence S 11° 32' 50" E, 75.53 feet to the Southerly line of said property; thence S 89° 57' 50" W, along the Southerly line of said property to the true point of beginning.
129.28

(Access to Frontage Road Only)

OREGON STATE HIGHWAY DEPARTMENT

FINAL QUANTITY CALCULATIONS

CONTRACT NO. 1128

SHEET 1 OF ____ SHEETS

NAME OF . " Wilsonville-Hubbard Int

BRIDGE NO. ____

MADE BY Warren Mueller 8-20-70 19__ CHECKED BY ____ 19__ BACKCHECKED BY ____ 19__

NTRACT
EM NO.

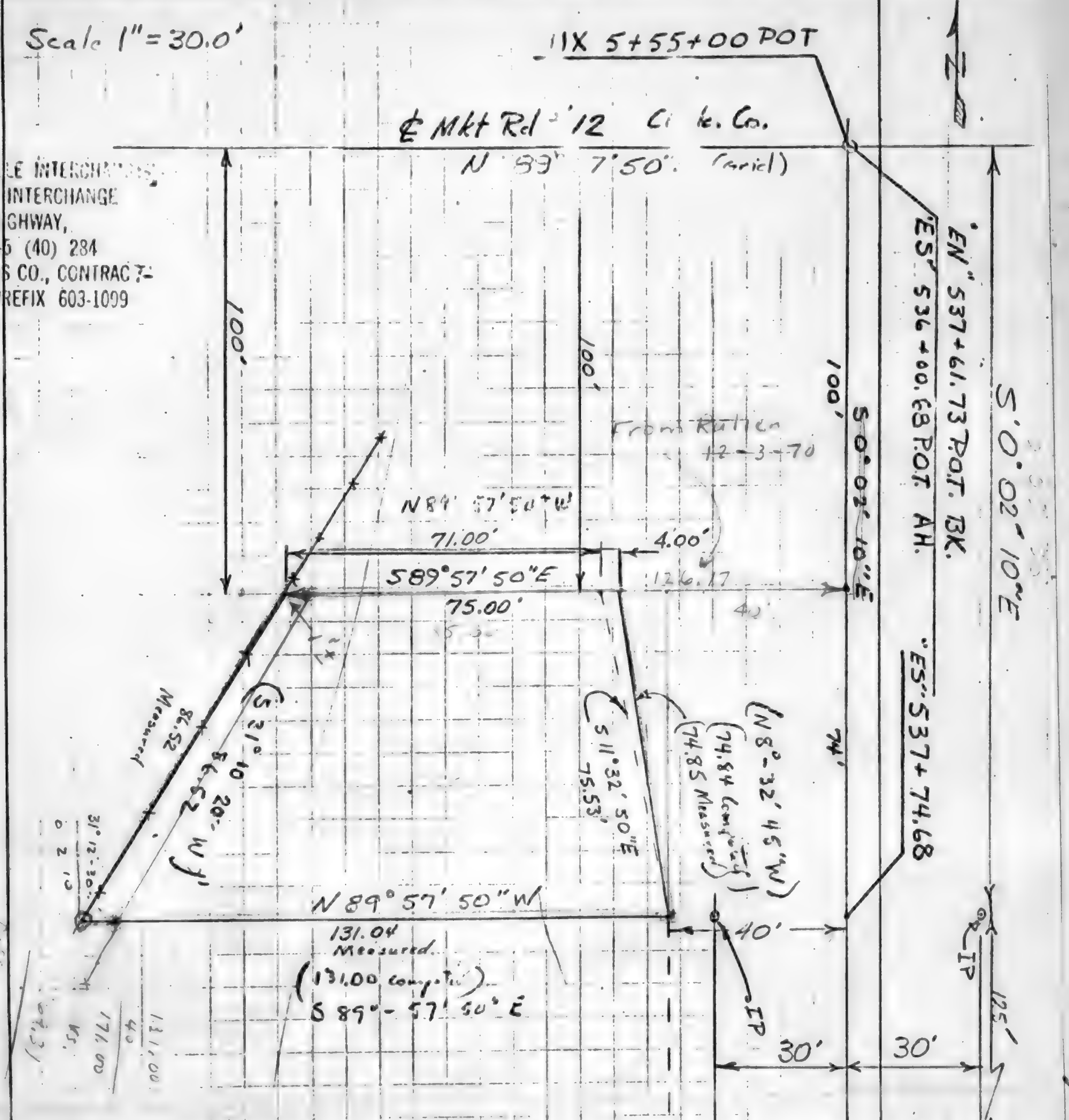
Phone 636-5461

REFER DWG. NOS: ____ FIELD BOOK NO. ____ PAGE ____

TOTALS

Scale 1" = 30.0'

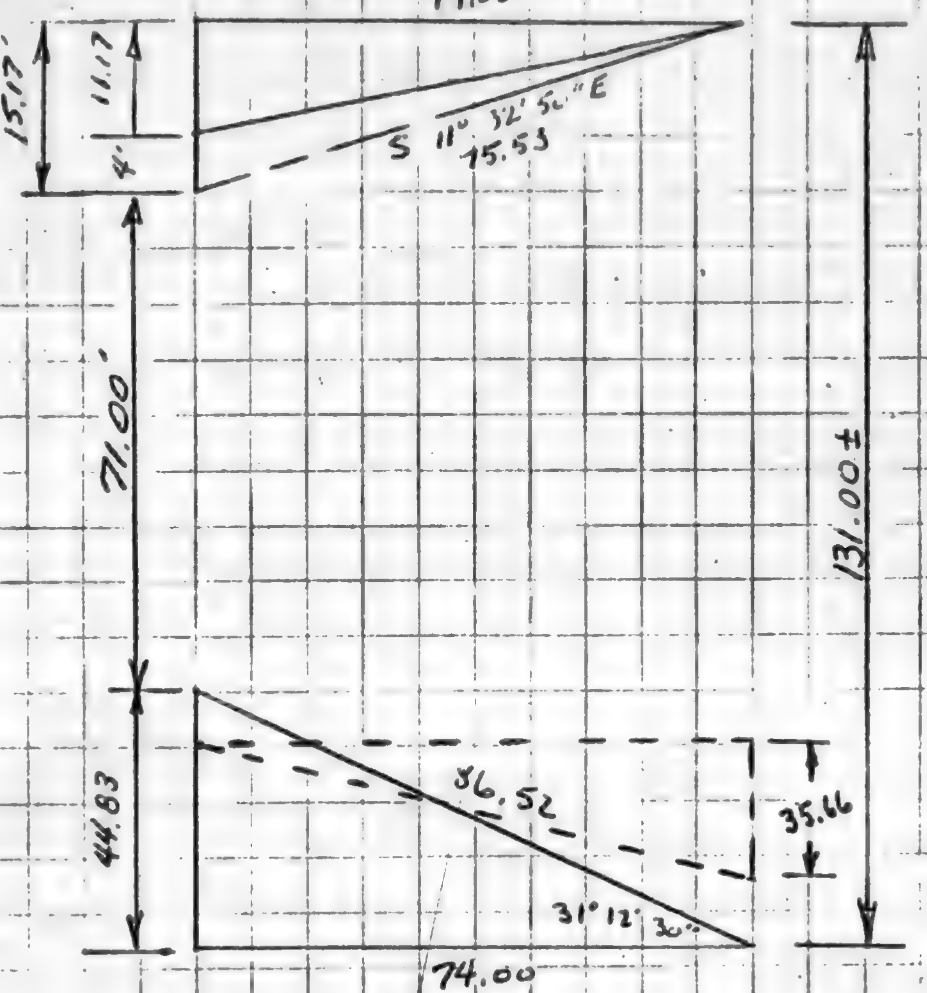
LSONVILLE INTERCHANGE
UBBARD INTERCHANGE
ACIFIC HIGHWAY,
A.P. I-5-5 (40) 284
LACKAMAS CO., CONTRACT
7123, PREFIX 603-1099



SHEET TOTAL

TEM NO. | REFER DWG. NOS: ______ FIELD BOOK NO. ______ PAGE ______ | TOTALS

WILSONVILLE INTERCHANGE-
HUBBARD INTERCHANGE
PACIFIC HIGHWAY,
F.A.P. I-5-5 (40) 284
CLACKAMAS CO., CONTRACT-
#7128, PREFIX 093-1099



New

$\frac{74 \times 11.17}{2} = 413.19$

$74 \times 75 = 5550.00$

$74 \times \frac{44.83}{2} = 1658.71$

$\frac{7622.00}{43.560} = 0.17$ Acres

old.

$\frac{74 \times 15.17}{2} = 561.29$

$74 \times 75 = 5550.00$

$74 \times \frac{35.66}{2} = 1319.42$

$\frac{7430.71}{43560} = 0.17$

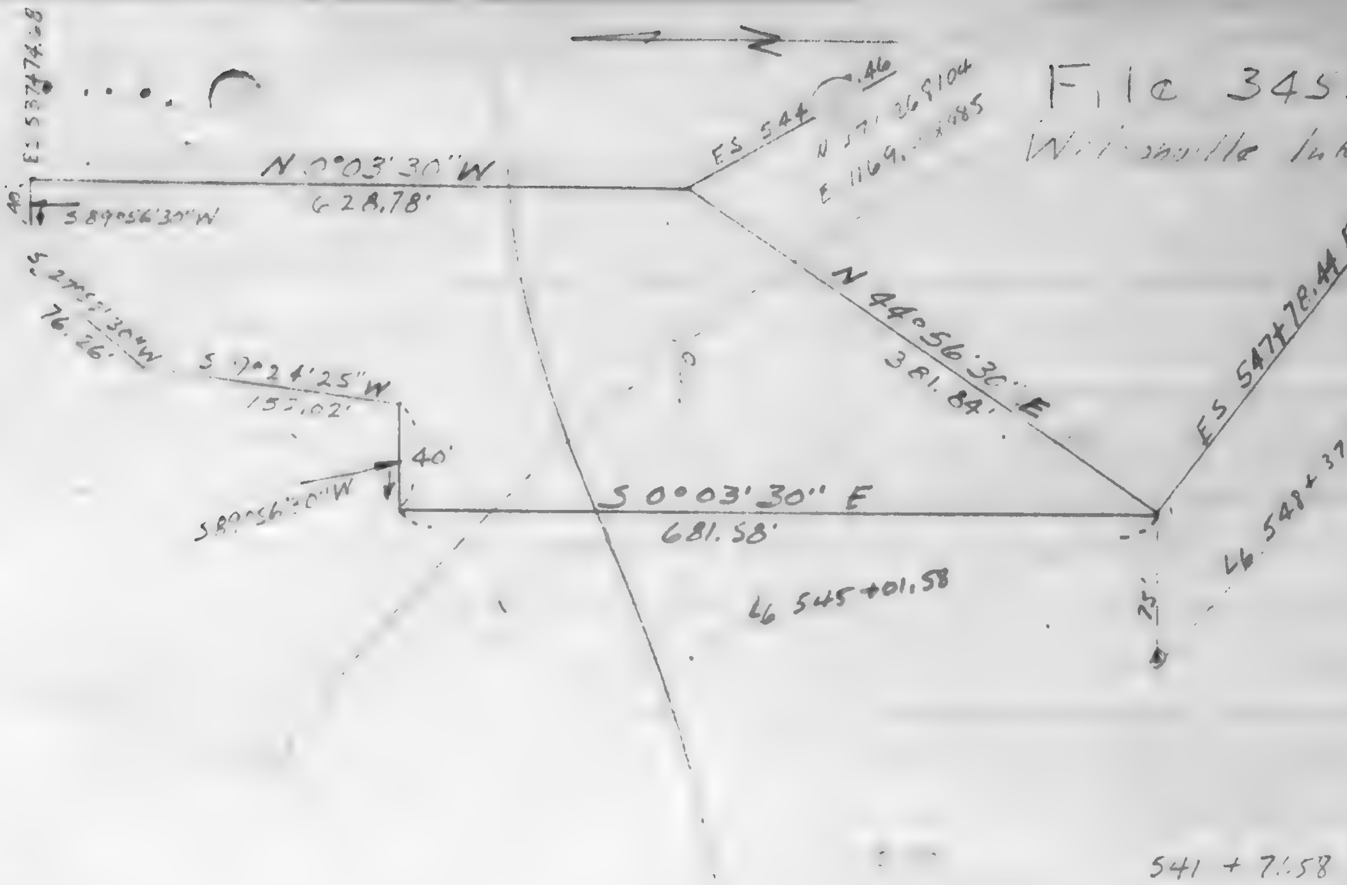
SHEET TOTAL

Engineer Sta. "E.S." 537+74.68, Said point being ___ feet South and 4 ___ feet West of the Northeast Corner of Said Section 23; thence N 8° 32' 45" W 74.84 ft; thence N 89° 57' 50" W 75.00 ft thence S 31° 10" 20" W 86.52 ft thence S 89° 57' 50" E 131 ft More or less to the point of Beginning.

Field survey information [illegible]
Aug. 30 - 1970

WILSONVILLE INTERCHANGE-
HUBBARD INTERCHANGE
PACIFIC HIGHWAY,
F.A.P. I-5-5 (40) 284
CLACKAMAS CO., CONTRACT-
#7128, PREFIX 603-1099

File 34559
Wilsonville Interch.



541 + 71.58

145

629.08

130.91

869.09
130.81

−129.28
~~995~~
869.07
998.37

58 90
89 57.50
1' 40"

REFERRED TO
D. J. Barbee
By Construction Engineer

FORM E-80 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 24, 1970

SUBJECT:
R/W File 34559--Hamar
Wilsonville Interchange Section
Pacific Highway I-5

To:
Mr. F. D. Morgan
Construction Engineer
Salem

The acquisition of right of way in the southeast quadrant of the Wilsonville Interchange on the subject file called for a return to the owner of a portion of right of way not required for highway purposes.

Attached is a copy of a letter from L. F. Sheridan, Property Manager, and a copy of a sketch of the area and additional data indicating the area that can be returned. Will you please have an appropriate description made so that the transaction can be concluded.

Called Rulien 9-1-70 regarding discrepancy between field map area and original defined area. He will have some one call and resolve this
S.

L. W. Rulien
L. W. Rulien
Regional Engineer

711 710-26'

LWR:fb Revised 12-3-70
Enc.
cc Ken Rolfe
W. E. Mueller

Routing
1 Barbee B
2 Hall
3 A. Olson
Sample
Terpin
Swenson

RECEIVED
AUG 27 1970
DESIGN
DIVISION

Trout
Wills
Harkleman
3 Scott
R. Olson
Carstensen

Routing
1 Morgan M
Decker
Bond
Walker
Boehme
Johnsen

Desc. to R/W 12-9-70

RECEIVED
AUG 26 1970
CONSTRUCTION
DIVISION

Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

SP*52475-734

Rulien

FORM 2-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 21, 1970

To:
Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT:
File 34559-Hamar
Wilsonville Interchange
Interstate-5 Highway
Clackamas County

ATTENTION Earl F. Saling
R/W Office Manager

Attached is information for description in deeding parcel back to grantor, J. Hamar.

Note: This "as constructed" survey will vary slightly from construction plan sheet No. 4.

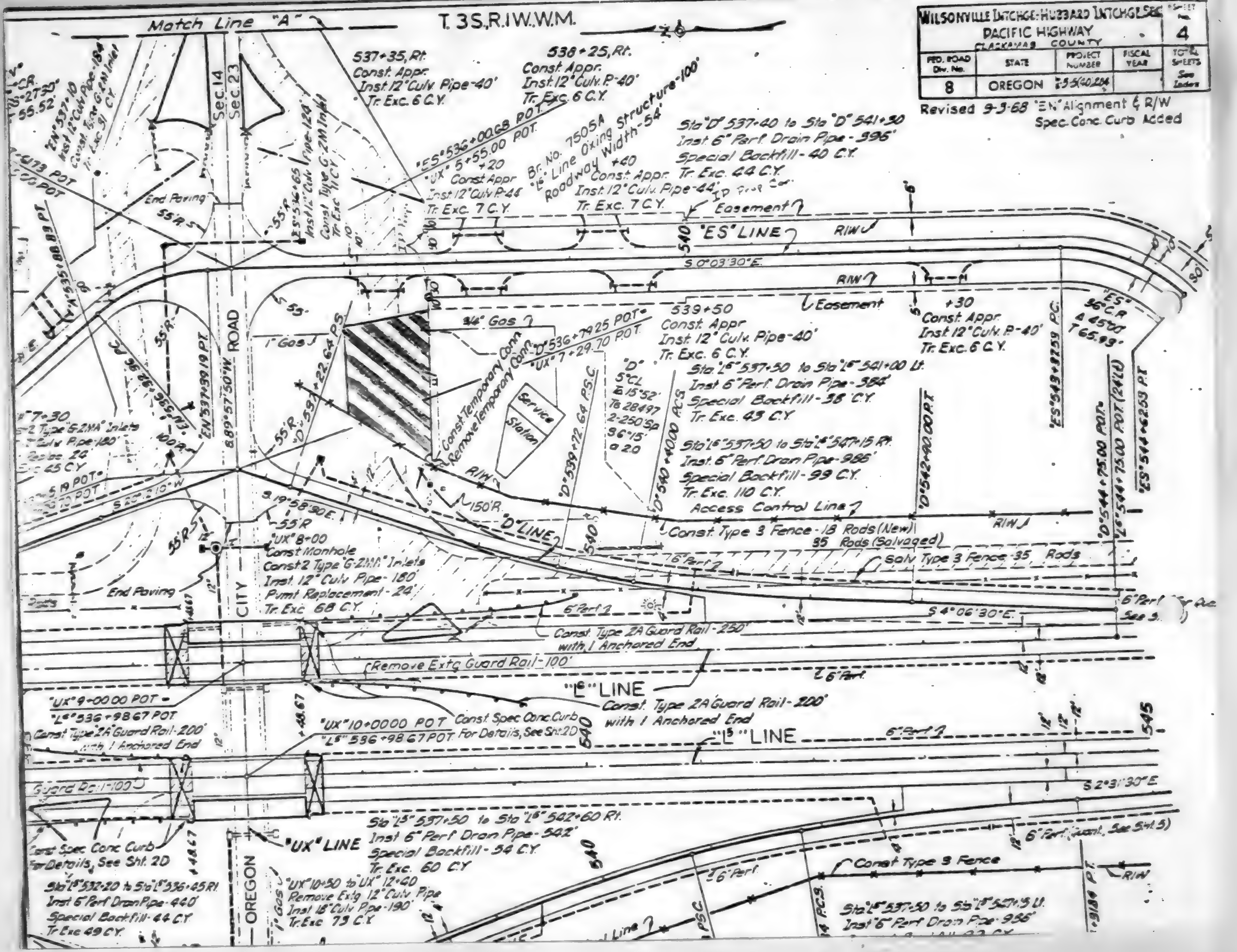
The total area remains substantially the same. When deeded back to Mr. Hamar, there will not be any change in the monetary value from the option agreement, nor will there be any exchange of monies.

L. F. Sheridan

LFS:ELS

Attachments

cc Mr. L. W. Rulien ✓
Mr. W. H. Haskin



WILSONVILLE INTCHGE-HUBBARD INTCHGE SEC. PACIFIC HIGHWAY CLACKAMAS COUNTY				SHEET 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-5(40)284		See Index

Revised 9-9-68 "EN" Alignment & R/W
Spec. Conc. Curb Added

RECEIVED
AUG 19 1970

7128

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 12, 1970

To:
Memo to the File

SUBJECT:
Traffic Handling Procedures
Southbound PCC Paving I-5

Paving the next 24-foot wide two-lane concrete panel southbound on I-5 will require approximately 8 days. The traffic flow on the Baldock is so heavy that during portions of the day one lane will not handle it without an intolerable backup and delay.

We are immediately taking steps to provide for and sign a "CONSTRUCTION BYPASS" for southbound traffic that will invite this traffic off at the Tualatin Interchange and sign them through to the Stafford Interchange by way of Highway 217. Appropriate signs, flagmen, et cetera will be strategically positioned to make this an efficient and smoothe flowing route. It is hoped that sufficient traffic, when given this option by signs, will voluntarily avoid the construction zone so that the volumes through the construction zone can be coped with.

We would envision that, at such times as the volumes through the construction zone exceed what can be properly handled, we would force the southbound right lane onto the bypass route for short periods of time necessary to restore an efficient flow to the work zone. We will put this scheme into operation whenwe commence our southbound paving, which may be Thursday, August 13.

L. W. Rulien
Regional Engineer

NOTED
A. E. JOHNSON

LWR:fb
cc A. E. Johnson
F. D. Morgan
J. W. Cochell
D. D. Rohrbough
J. W. Sheldrake

RECEIVED
AUG 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

RECEIVED
AUG 6 1970

FORM E-20 (REV. 10-69)

FOR FILING

[illegible]
7124

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1970

SUBJECT: Wilsonville Interchange-
Hubbard Interchange
Contract 7128

To:

Mr. L. W. Rulien
Regional Engineer
Region I

Attention: A. C. Harwood

This is in answer to your letter of August 3, 1970, and the City of Wilsonville's request dated July 29, 1970.

Mr. Edwards advised me this date that you can issue a letter form of permit to the City of Wilsonville covering their request provided, 1- that you obtain written permission from Lord Brothers, Contractors, Inc., and Lord Brothers Equipment Company, absolving the State from any financial responsibility for possible damages occurring from the occurrence and, 2- obtain liability insurance from the City protecting the Highway Commission and its employees.

Walter J. Hart
Walter J. Hart
Bridge Administration Engr.

CAG:smd

cc T. Edwards

NOTED
TOM EDWARDS

RECEIVED
AUG 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1970

FOR FILING

Files

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

I-5-5(42)
7128

Salem, Oregon
July 16, 1970

To:

SUBJECT:

Willamette River Bridge
I-5
Wilsonville

F. D. Morgan
Construction Engineer

Building

I have discussed with Mr. L. W. Rulien the settlement at the north end of the bridge over the Willamette River on I-5 at Wilsonville, because of my concern for a corrective measure during the construction phase of this section. Mr. Rulien advises that it is under consideration for correction under the contract.

I am certainly not aware of the design details affecting the correction of this settlement, but feel that the section should likely be replaced in total to grade under the contract to provide for a finished product consistent with the Interstate System.

I would appreciate it if you would pursue the matter further to see that this defective construction is corrected under the contract, and the finished product is in accordance with the contract plans and specifications.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Maintenance Engineer

RNB:mp
cc: A. E. Johnson
L. W. Rulien

NOTED
A. E. JOHNSON

7-17-70
Bothman: Rulien has been notified by Mr Edwards to Correct before project is completed!
AEJ

copy to Morgan 7-17

RECEIVED
JUL 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 14 1970
FORM E-30 (REV. 10-69)
FOR FILING

[illegible]
[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1970

SUBJECT: Pavement Markers
Wilsonville Interchange-
Hubbard Interchange Section
Clackamas County
Contract No. 7128

To: F. D. Morgan
Construction Engineer

BUILDING

Please take the necessary action to have pavement markers installed on the above-named section. Request has been made with the Bureau of Public Roads for approval of this change.

Attached are specifications and plans for installing the markers. You will note that the markers will replace the normal lane line striping on the freeway and supplement the edge stripe. Also attached for your information is a tabulation of the estimated number and cost of each type of marker required.

If any additional information or plans are required, please contact this office.

L. E. George
Operations Engineer

ELS:bls
Attachments
cc:~~F. B. Klaboe~~
Tom Edwards

NOTED
F.B. KLABOE

RECEIVED
JUL 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 - 1970
FOR FILING

I 5 5(40)
7128

July 1, 1970

8570

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Wilsonville Interchange-
Hubbard Interchange Section
FAP I-5-5(40)285
Contract No. 7128
Your File 08-35-DA

Dear Sir:

I have your memo of June 15 concerning progress of the work on this contract.

The Highway Division is aware of the conditions and has, through conferences with the contractor's personnel, urged that he take steps to expedite the work.

It now appears that traffic through the section will be in its permanent pattern on or about September 1, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
A. E. Johnson (enc.)
Victor D. Wolfe
Ivan Merchant

CAG:ag ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 15, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for Malisch

cc Edwards
Klaboe

SUBJECT: Oregon Project I-5-5(40)285
Wilsonville Interchange-Hubbard Interchange Section
Pacific Highway
Progress of Work

I would like to advise you that the progress of work on the Wilsonville Interchange-Hubbard Interchange Section (I-5-5(40)284) is considered unsatisfactory. This is due to a severe lag of work completed behind time elapsed.

NOTED
TOM EDWARDS

RECEIVED
JUN 22 1970
BRIDGE DIVISION

[illegible]
R O B

RECEIVED
JUN 17 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 2 - 1970
FOR FILING

[illegible]
[illegible]

Adm
Real Prop
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1970

File 22383
SUBJECT: Barbur Boulevard-White School Section
Portland-Salem Expressway (I-5)
Clackamas County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Herewith correspondence on the subject file. The property lies west of the highway and north of the Willamette River.

By your attached letter of May 6, you state to the Mayor of Wilsonville that we will recommend to the Commission that this property be sold to the City of Wilsonville for one-half its appraised value with a public use clause. This has been circulated through the normal surplus property route and all sections concur in your recommendation.

D J Barbee
D. J. Barbee
Design Engineer

Approved 7/1/70
F B Klaboe
Asst. State Hwy. Engr.

RECEIVED
JUN 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DNS:jp
Attach
cc: W. H. Haskin

7-1-70

File ret'd to
Barbee, copies to
Maehring, files

RECEIVED
JUL 2 - 1970

FORM 2-30 (REV. 10-69)

FOR FILING

I.5.5 ([illegible])
112

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 24, 1970

SUBJECT: 22383
Request from City of Wilsonville
to purchase State-owned property,
Deed No. Q-1467

To: Mr. F. B. Klaboe
Assistant State
Highway Engineer

BUILDING

3476

Upon receipt of your letter of May 6, 1970, we requested that the Division give us their recommendations. Their recommendations are shown by a letter dated June 1, 1970, from Mr. L. W. Rulien to Mr. W. H. Haskin, and a copy of map IR-5-597 that was attached to the letter.

Since receiving this letter, Mr. Haskin has contacted the city of Wilsonville and has shown the city that the area marked A on the map will be appraised in time so that you would have a figure to give them prior to the July Commission meeting.

As soon thereafter as possible, we will discuss with them their request for areas marked B and C. We believe we will have enough information on the appraisals so that we can provide you with a figure by July 2, 1970.

F B KLABOE

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

File
Haskin
handling

JRO:GZ

Attachment

cc L. W. Rulien
W. H. Haskin

RECEIVED
JUN 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 1, 1970

SUBJECT:
Request for Excess Property
File 22383 - City of Wilsonville
Interstate 5

To:
Mr. W. H. Haskins
Property Manager
Salem

On Wednesday, May 27, 1970, I went to Wilsonville with Bud Sheridan to discuss with the mayor, Mr. Balsiger, the city's plans for utilization of acquisition of excess properties in the area. Returned is a 1R drawing of the areas which we own just north of the Willamette River, and on the west side of the freeway. Outlined in yellow is the particular area that the city wants a commitment on at this time. This is the area on which they propose to locate their sewage treatment plant, and in order for them to arrange for engineering and design, they need a firm commitment from us indicating the details of how they may acquire this property. In addition, I have shown areas outlined with yellow cross-hatches that are excess as far as our highway needs are concerned. We will fence our right of way on the red line,and we wish to retain a small area for stockpiling purposes, and I have marked the small area "stockpiles".

At our meeting on Wednesday, the city did indicate their interest in a future development which could include a boat launching ramp from the strip which I have shown as excess, just upstream from the right of way which we need to retain. They believe it possible that they could acquire some additional ground on the east side of our freeway and construct a road under the north end of our Willamette River bridge to tie this whole area together. These plans appear to be practical, at least at some future date, when funds for construction development may be at hand. However, at this time they only seek the portion outlined in solid yellow.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc L. F. Sheridan

SP*82478-734

FORM E-20-X (12-67)

BW

~~507~~

675

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

May 6, 1970

To: Mr. D. H. Moehring
Right of Way Engineer
BUILDING

SUBJECT: Request from City of Wilsonville to purchase State-owned property, Deed No. Q-1467

Please expedite the appraisal of the property involved here so that we can consummate this sale in time for the City to perform construction on their proposed sewage treatment plant.

After you have arrived at a figure, I would like to discuss the matter further with you.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

cc: D. J. Barbee (w/enc.)

RECEIVED
JUN 12 1970
FOR FILING

I-5-5(40)284
7128

Cross Referenced To:
Adm
Real Prop
[illegible]

June 9, 1970

1107
1287
2951

Federal Aid Coordination Unit
Program Planning Division
Executive Department
22 Capitol
Salem, Oregon 97310

Gentlemen:

Re: No. 70.0266

With reference to the Notice of Intent filed by the City of Wilsonville for the construction of an interceptor system and sewage treatment plant, we find the proposal consistent with the objectives of Goals for a Livable Oregon.

It is noted, however, that the crossing of Interstate 5 south of Boeckman Road will require installation of a sewer conduit. The development of the plans for this crossing should be cleared with the Highway Division so as to insure construction in accordance with Highway Division standards and the protection of traffic.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young

LHY:ia sr

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

June 4, 1970

MEMORANDUM

NO. 70.0266

TO: Mr. L. H. Young
Highway Division

FROM: Federal Aid Coordination Unit
Program Planning Division
Executive Department
22 Capitol
Salem, Oregon 97310

JRW

SUBJECT: Coordination of Proposal Submitted in Accordance with Bureau of the Budget Circular A-95 City of Wilsonville Construct Interceptor System and Sewage Treatment Plant

We are submitting to you the attached Notice of Intent or Application for your review and comment in compliance with the procedures established by Executive Department Memorandum 01-270-02, as modified by 02-270-20 through 24.

We would like your statement concerning the extent to which, from your viewpoint, the proposal is consistent with or contributes to attainment of Goals for a Livable Oregon. If you have any suggestions for revision of the proposal, we shall appreciate your including them with your comments. Also, if you have any objections to the proposal itself or any part thereof, they should be included and discussed. If we have not heard from you by June 26, 1970, it will be assumed that you have no comments to offer.

The date by which we must respond to the applicant governs our deadline date with you. However, differences or objections you may have need not be resolved within the time period specified above. We must notify the applicant of any differences or objections within the time limitation set so that he will know of a possible delay in drawing up his application. Therefore, if you desire a conference to discuss the proposal with the applicant, please notify us in your reply or by telephone to Mr. Scott Kirk at 364-2171, extension 1980.

OBS:mv

Gifford— Check for conflict
w/ I-5 with design or
Const. Y.

R. W. ELLISON

RECEIVED
JUN 8 1970
PROGRAM & PLANNING
DIVISION

ATTACHMENT D

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency City of Wilsonville — P.O. Box 155, Wilsonville (Address)

Contact Person Phillip R. Balsiger, Mayor — 638-4111 (Phone)

1. Project Location

Administrative District 2 City Wilsonville

County Clackamas Special District(s) (if applicable) ______

Other affected jurisdictions/agencies None

2. Federal Program

Common Program Name Waste water works construction

Authorizing Legislation (Public Law No. and Title) PL 660, Water Pollution Control Act

Fed. Admin. Agency: Dept. Department of Interior

Agency Federal Water Quality Administration

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	$255,000	Source of State Agency Share (if any)	
Local Applicant Share	$520,000	General Fund	
*State Agency Share	--	Other Funds (specify)	
Other (specify)	--		
TOTAL	$775,000	*Total State Agency Share	

*Indicates totals should be equal.

4. Estimated Application Filing Date June 2, 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

See attachments.

EXHIBIT V-A

PROJECT DESCRIPTION

The Wilsonville sewage treatment plant and interceptor system is described in excerpts from a letter report submitted to the city on 18 February, 1970 by Cornell, Howland, Hayes and Merryfield, as follows:

II. COLLECTION SYSTEM

General. The proposed collection system is described by the stage construction below and consists of sewer lines 10 inches and larger and is referred to as the interceptor or trunk collection system. The sewer lines 8 inches and smaller will be constructed by local improvement districts to serve the individual customers and are referred to as the lateral system.

Design Considerations. Figure I shows a curve for estimating sewage flow for a given population. The population is determined by taking the total gross drainage area and applying a maximum density of six people per acre. Figure II shows the applicable peaking factors used in developing the sewer design flow for the large interceptor sewers used in this report. Figure III shows the proposed stage construction for the interceptor collection system and major physical features for the service area.

Phase 1A Construction. The first stage construction of the collection system, scheduled for 1970, requires the installation of the Seely Ditch Interceptor to a point between the railroad track and Seely Ditch, the Baldock Trunk from the Seely Ditch Interceptor to I-5, and the Boeckman Creek Interceptor from the treatment plant to the Wilsonville Road, as shown on Figure III.

An existing conduit under I-5 will be utilized by the Boeckman Creek Interceptor and the proposed conduit under I-5 near the Thunderbird Trailer Park will be for the Baldock Trunk. The Seely Ditch Interceptor from Wilsonville Road to the extension of Boeckman Road will be located on a proposed road of the Wilsonville Comprehensive Plan.

Phase 1B Construction. The next stage construction of the collection system is scheduled for 1971 and includes extension of the Boeckman Creek Interceptor from Wilsonville Road west approximately 1,000 feet to the ridge line and extension of the Baldock Trunk from the I-5 crossing to Stafford Road as indicated on Figure III. This portion of the scheduled construction could be included in Phase 1A construction but has been separated for clarification and accounting purposes.

The Boeckman Creek Interceptor from treatment plant to Sta. 49+50 will ultimately serve only 200 acres but will receive flow from the Boeckman Creek Pump Station until the Willamette River Interceptor can be constructed. The capacity of the line from the pump station to the plant has been proposed to serve approximately 4800 P.E. from the Boeckman Creek area and should be sufficient until the Willamette River Interceptor can be constructed.

Phase 2 Construction. The Phase 2 construction, scheduled for 1974, includes the Corral Creek Interceptor, pump station, and pressure line shown on Figure III. A portion of this area was served by the

III. SEWAGE TREATMENT PLANT

General. With the selection of the gravel pit (Site 2 of the 1968 study) as the treatment plant location, a factory-fabricated plant utilizating the contact stabilization process is recommended. The contact stabilization plant, a modified activated sludge process, accepts the waste flow at one treatment unit and combines the function of both primary and secondary treatment to meet the minimum requirement of the state.

Treatment Plant Design Considerations. The following criteria was used in preliminary design of the waste treatment facilities:

Population	7500
Average Flow, mgd	0.75
Hydraulic Capacity, mgd	2.25
BOD, lbs. per day	1500
Suspended Solids, lbs. per day	1500

Initial Plant Facilities. The estimated population equivalent required for the year 1982 is 6500 and for the year 1983 is 7500. Factory-fabricated plants usually are available in increments of 5000, 7500, and 10,000 population equivalent. The 7500 population equivalent has been selected for purposes of estimating sewage treatment plant construction costs. If a 5000 population equivalent plant were selected, the cost would be approximately $20,000 less.

Expand Plant Facilities. The accumulation of surplus funds from sewer connection and monthly service charges indicate that sufficient funds should be available in 1982 or 1983 to expand the initial plant. Using the 15 percent growth rate, the population equivalent would approximately double in 10 years. It would therefore be necessary to double the size of the plant in 1983 by adding an additional 7500 P.E. unit to provide for adequate capacity until the year 1993. At this time sufficient development in the area could justify abandoning the plant and diverting the wastes to a regional plant located downstream of Wilsonville. Clackamas County is presently undertaking a regional sewerage study to determine the proper location of a regional plant for the Wilsonville-Canby area.

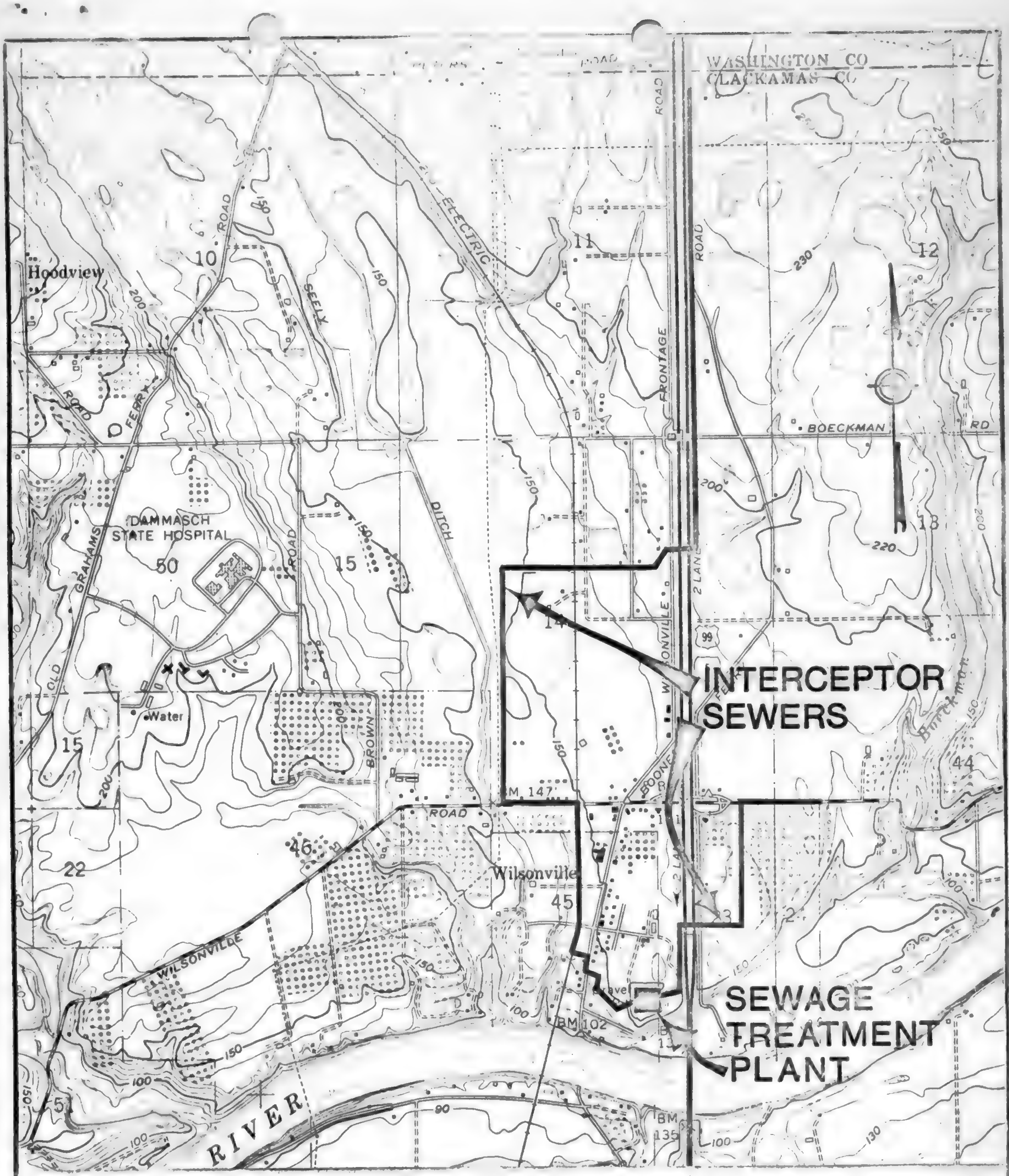


FIGURE IV
CITY OF WILSONVILLE, OREGON
PHASE 1
INTERCEPTOR SYSTEM
AND
SEWAGE TREATMENT

CORNELL, HOWLAND, HAYES & MERRYFIELD
SEATTLE CORVALLIS BOISE

CH2M

Form E-306—6M

I-5-5(40)284
7131

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
TITLE
DATE 6-22-70
U. S. BUREAU OF PUBLIC ROADS

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Wilsonville Interchange - Hubbard Interchange ✓
Date May 15, 1970.
Highway Pacific ✓
Contract No. 7128 ✓
County Clackamas ✓
Prefix 603-1099 ✓
Contractor Lord Bros. Contr. Inc. & Lord Bros. Equip. Co. ✓
F. A. Project No. I-5-5(40)284 ✓
Address 437 N. Columbia Blvd., Portland, Ore. 97217 ✓
Order No. 23 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Revise guard rail connections to concrete bridge rails to conform to revised standard connections.

1. Maximum equipment rates as per A.G.C. and State agreement
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

RECEIVED
JUN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers: 536+48, 537+48, 572+22, 583+22

Estimate of quantities and cost:

Material } 15%	$1170.00 }	1518.00	
Equipment }	150.00 }		
Labor (20%)	~~750.00~~	900.00	✓ G.
	~~$2070.00~~	2418.00	
+~~20%~~	~~414.00~~		
	~~$2484.00~~		

NOTED
F. B. KIABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Contractor has 5 rail sections to bridge ends in place, 4 sections yet to be placed. New end sections have been designed and it is requested that they be installed. Contractor must remave rail and posts and end connections and install new ends and revise rail alignment.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,014,170.00	
Present estimate of project cost, including ~~$2,484.00~~ 2418.00 for work under this order	$5,014,170.00	
Expected under-run over-run amount	$none	
Expected under-run over-run per cent	none	

Submitted by: Warren E. Mueller
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer 6-23-70

Approval Recommended:
Division Engineer

Approved:
Deputy State Highway Engineer,
~~Assistant State Highway Engineer or~~
Office Engineer.
Construction

SP*23577-734

RECEIVED
MAY 6 - 1970
FOR FILING

I-5-5(40)284
7128

Cross Referenced To:
Adm
Real Prop
Ref to Sell

May 6, 1970

The Honorable Phillip R. Balsiger
Mayor of Wilsonville
Post Office Box 155
Wilsonville, Oregon 97070

Dear Mayor Balsiger:

Reference is made to your letter of April 30 to Mr. Cooper concerning the sale of a State-owned parcel of property, more properly described as that property we acquired by Deed No. Q-1467 from Dales and Marian W. Guyton.

As we stated in our letter of May 14, 1969, we will recommend to the Commission that this property be sold to the City of Wilsonville for one-half its appraised value with a public-use clause. We also will require that you submit your plans to us for our approval.

The next item of business then must be for us to proceed with the appraisal of the value of the property. As soon as this has been accomplished, we will communicate further with you on the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - 10281
D. J. Barbee
H. S. Cox
D. H. Moehring
L. W. Rulien

PHILLIP R. BALSIGER
Mayor
WILLIAM D. BRUCK
Public Works
WILLIAM A. MONTGOMERY
Public Safety
WALTER O. WEHLER
Public Relations
GLENN CUMBERLAND
Recreation

CITY OF
Wilsonville
P.O. Box 155 / Wilsonville, Oregon 97070

10281

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Your recommendation please

April 30, 1970

Mr. Forrest Cooper, State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

In reference to your letter to me dated May 14, 1969, concerning the possible availability of certain State Highway property to the City of Wilsonville, I would now like to make the following request of the State Highway Commission.

The City of Wilsonville is now in need of acquiring the property described by State Deed No. Q-1467 for the purpose of locating a sewage treatment plant for this community.

The property is well situated geographically and esthetically for our needs. Our development plans of the site will include adequate screening to provide a protected outlook for the bordering I-5.

As a condition of the sale to us, we will of course, agree to submit all development plans of the site to you for approval before construction takes place.

We respectfully urge your early consideration of this request as we are now ready to start our engineering for the sanitary sewerage system.

Sincerely yours,

Phillip R. Balsiger
PHILLIP R. BALSIGER, MAYOR

PRB/s

RECEIVED
MAY 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 6 1970

FOR [illegible]

I-5-5(40) [illegible]

7128

Salem, Oregon 97310
May 6, 1970

Mr. D. H. Moehring
Right of Way Engineer
BUILDING

Request from City of Wilsonville
to purchase State-owned property,
Deed No. Q-1467

Please expedite the appraisal of the property involved here so that we can consummate this sale in time for the City to perform construction on their proposed sewage treatment plant.

After you have arrived at a figure, I would like to discuss the matter further with you.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

cc: D. J. Barbee (w/enc.)

C

RECEIVED
APR 28 1970

FOR

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

I-5-5(40)284

7128

DATE: April 23, 1970

In reply refer to: 08-35.A-1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Klabo

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville Interchange-Hubbard Interchange Section
Pacific Highway
State Force Order No. 5 (revised)
Total estimated amount of the Order: $11,485.80
Federal participation: $10,337.22

Reference is made to your letter dated April 20, 1970 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.

This order will supercede and replace the original SFO No. 5 approved by our memorandum dated August 2, 1968 at a total estimated cost of $2,980.00 for temporary striping only.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis for temporary striping and on an agreed unit price basis for permanent striping. A signed copy of the order is returned herewith.

Attachment

NOTED
F. B. KLABOE

4-27-70

REFERRED TO
Morgan
By Asst. St. Hwy. Engr

RECEIVED
APR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

G-1P

APPROVED EFFECTIVE DATE 7/29/68
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 23 APR 1970
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5 Revised

Project Name Wilsonville Interchange-Hubbard Interchange Date April 3, 1970

Highway Pacific Contract No. 7128 F. A. Project No. I-5-5(40)284

County Clackamas Prefix 603-1099 Account No. 278-05

Description of Work To Be Done: Temporary striping throughout project. Paint permanent type traffic lines and markings throughout project.

Location by Station Numbers: 513+00 - 600+00

Estimate of Quantities and Costs: Temporary striping at actual cost. Permanent type striping as follows: $68.00

4" Solid line 1 mile at current agreed unit price $68.00/mile 452.80

3" Solid Line 8 Miles at current agreed unit price $56.60/mile 213.00

4" Skip Line 6 miles at current agreed unit price $35.50/mile 240.00

Grinding 16 hours at current agreed unit price $15.00/hr. 912.00

Incidental Pavement legend 24 hours at current agreed unit price $38.00/hr.

Total $1,885.80

9,600.00

Temporary striping 8 moves at $1,200.00/move

Total cost $11,485.80

Explanation: Work to be done by State forces. Temporary striping will be done on actual cost basis. Permanent type striping will be done on agreed unit prices in effect at time work is done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$5,014,170.00
Present estimate of project cost, including $11,485.80 for work under this order	$5,014,170.00
Expected under-run over-run (amount)	$ none
Expected under-run over-run (per cent)	none

Space to right of this line is for use of Salem Office

Submitted by: Wayne L Mueller Resident Engineer

Approval Recommended: Division Engineer

O.K.

Approval Recommended: ~~Construction Engineer or~~ Bridge Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.
Construction

State Printing

RECEIVED
APR 20 1970

FOR FILING
FORM [illegible]-X (12-67)

I-5-5(46)234
7128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
April 17, 1970

SUBJECT:

Storm Drainage System
Wilsonville
Contract No. 7128

To:

Mr. H. E. Cox
County City Engineer
County City Division
Salem

Attached for execution by an assistant state highway engineer are three copies of agreements concerning Clackamas County takeover and maintenance of the storm sewer system along the Wilsonville Road. These three copies were fully executed by the Clackamas County Commission on April 13, 1970.

L. W. Rulien
Division Engineer

LWR:fb
Encs.
cc F. B. Klaboe
F. D. Morgan
W. E. Mueller

RECEIVED
APR 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 - 1970

FOR "FILING" SP*23500-734

[illegible]
7121

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1970

SUBJECT: Storm Drainage
Wilsonville Interchange Area

To:
Mr. L. W. Pullen
Division Engineer
Portland, Oregon

Attached hereto, for your further distribution to Clackamas County officials, are six copies of a proposed letter-form agreement concerning extension of the storm drainage facilities along Wilsonville Road, FAS 122, in the vicinity of the newly reconstructed Wilsonville Interchange. This agreement letter has been approved by Mr. F. B. Klaboe, Assistant State Highway Engineer, and Mr. F. D. Morgan, Construction Engineer.

#7124 — Mr. Klaboe's letter of March 25 suggests that negotiations with the County, Railroad, and contractor be completed by the Division Engineer. Please request the Clackamas County Board of Commissioners to execute three copies of the letter-agreement and return all three signed copies to this office. After final action by Highway Division officials, a fully executed copy will be returned for the County's permanent records.

We suggest you hand the County four copies and retain the other two copies for your reference.

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County and City Department

MCH:mm
Att.

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor Wolfe
I. D. Merchant
F. D. Morgan

NOTED
R. L PORTER

RECEIVED
APR 2 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1970

FOR FILING

I-5-5(40)324
7128

Salem, Oregon
March 25, 1970

Mr. H. S. Cox
County-City Engineer

BUILDING

Wilsonville Interchange-
Hubbard Interchange Section
Pacific Highway
Contract No. 7128

The attached report dated March 11 from Mr. Harwood and print of the March 1970 drainage plan describe a proposed extension of a storm drain at Wilsonville. The extension would be located west of the freeway on Clackamas County's Wilsonville Road to a natural outlet at Seely Ditch, all within the city limits of Wilsonville.

The purpose of this work is to provide proper drainage from our I-5 freeway facilities. Our Milwaukie Division people have had considerable discussion with representatives of the other jurisdictions involved and they have indicated their approval. We also have tentative Bureau of Public Roads' approval and would like to promptly accomplish the necessary paperwork so that work can proceed as soon as possible.

Please prepare an agreement between the State and the County on the basis that (1) the State will construct a 30-inch line and bear all expense thereof; (2) the County will maintain the line thereafter.

I suggest that you send the agreement to the Division Engineer for him to secure the formal County approval. The Division Engineer will also handle arrangements with the Railroad for crossing their line. Hopefully, this can be authorized by an informal letter procedure from the local level of the Railroad.

The Division Engineer is also to proceed with negotiations with the contractor on a price agreement to accomplish the work. This may have to await some of the railroad details, particularly if insurance is required; or railroad insurance could possibly be paid separately on a reimbursable basis (force account basis).

JAB:fw sr

F. B. Klaboe
Assistant State Highway Engineer

Att.

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
L. W. Rulien-w/original and 2 copies of drainage plan

P.S.-Morgan and Rulien: Please proceed as indicated above.

Map sent to Cox

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 11, 1970

SUBJECT: Wilsonville Intch-Hubbard Intch Sec
Pacific Highway
Contract No. 7128

To: Mr. I. D. Merchant
Bridge Engineer
Salem

copy of letter and estimate to county
together with file copy of profile

Reconstruction of the Wilsonville Interchange increased the drainage area, necessitating an increase in size of pipe on the run along the county road from 12 inches to 18 inches. The original 12-inch pipe dead-ended at the railroad tracks and discharged water into a ditch at that point. There is no place for the water to go so it just stands and eventually seeps away. This has worked fine until our present construction project.

Since the reconstruction of the interchange, the county road under the underpass has been flooded a number of items due to the inability of the water to get away from the discharge end of the pipe. Flooding of the county road prompted the enclosed letter from the county.

We studied several possible solutions, including (1) extension of the pipe along the county road to what is known as Seely ditch, at which point water could be discharged and would be carried in the ditch to the river and (2) installing the pipe on our right of way to discharge into the river. Our preliminary cost figures indicated the first solution would cost approximately $15,000, the second solution between $70,000 and $80,000. We requested recommendations from Tebeau as to pipe size between the railroad and Seely ditch. He advised this should be a 30-inch pipe which ups our estimate to approximately $25,000 for the above first alternate.

We felt, and still do feel, that the drainage problem was ours to solve; however, anything we do will, to some extent, benefit the City of Wilsonville, Clackamas County and the railroad. We, therefore, approached the city and the county with the proposition that, if we constructed this drainage facility, would they be willing to take over the maintenance and policing to control unauthorized connections? The county indicated they would, but, as could be anticipated, did not feel they had any obligation to share in the cost of installation.

RECEIVED
MAR 12 1970
BRIDGE DIVISION

We then discussed the proposal with the railroad and they indicated they would cooperate to the extent that they would provide all railroad protective measures and take up their tracks to allow us to open cut for the installation of the pipe through their fill. I feel that this is more than fair on their part since their problem is basically one that we are creating with our drainage water. The railroad will, however, require that the pipe passing under their track be a full section 14 gauge, corrugated metal, asphalt bonded, dipped pipe.

The flooding of the interchange area has been of considerable concern to the Bureau of Public Roads and possible solutions have been discussed without any definite proposal. My impression is that they are in agreement that this problem is ours and that they will participate in the cost of the proposed installation.

There is enclosed a copy of a cost estimate prepared by Resident Engineer Mueller and a plan and profile of the drainage system. In reviewing the profile, it appears that our pipe is considerably deeper than needed; however, this is not the case. The profile of the existing ground was drawn along the edge of pavement and the water elevations for Seely ditch are at the north end of the culvert. As a result of our meeting with the city and the county, it was decided that the pipe should be shifted out from the shoulder of the road to a line 19 feet from the centerline. This required lowering the pipe slightly to obtain needed cover. Also, it was decided that it would be better to discharge in the Seely ditch downstream from the culvert. During high water periods, the water elevation at the discharge end of the culvert is 1 foot or so lower than at the intake end.

I strongly recommend approval of this proposal with the suggestion that the work be performed at the earliest possible date, either as extra work or on a price agreement by the contractor on the subject project. I indicated to the railroad that if this plan is approved we would hope that work could be started by the first of April. If approved, would you please have an agreement drawn up for acceptance of the maintenance by Clackamas County. This office is prepared to work out the other details with the city, county, railroad and the contractor, and coordinate the work.

L. W. Rulien
Division Engineer

by

A. C. Harwood
Assistant Division Engineer

ACH:nlb
Encl.
cc: W. E. Mueller

Wilsonville Interchange -
Hubbard Interchange Section
Contract No. 7128
S.P. R.R. - Seely Ditch Drainage
Quantity Summary and Cost Estimate
of 30" Culvert

30" Culvert Pipe 1185' @ $10.50/ft.	$12,442.50
18" Culvert Pipe 60' @ $6.00/ft.	360.00
Trench Excavation 1000 cu.yd. @ $6.00/cu.yd.	6,000.00
Bedding Material 100 cu.yd. @ $5.00/cu.yd.	500.00
Special Backfill across Pavement and Driveways 160 cu.yd. @ $3.00/cu.yd.	480.00
Pavement Replacement 70' @ $2.00/ft.	140.00
Concrete Manholes 3 ea. @ $400.00/ea.	1,200.00
Flagging	500.00
Construction Signs 4 ea. @ $80.00/ea.	320.00
Sub Total	$21,942.50
+Engineering & Contin.	27750.50
Total	$24,692.00
Extra for Under R.R.	

RECEIVED
MAR 12 [illegible]
BRIDGE DIVISION

5B

COUNTY OF CLACKAMAS

DEPARTMENT OF PUBLIC WORKS

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

January 21, 1970

RECEIVED
JAN 22 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Si Cox
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

Re: Project No. I-5-5 (40) 284
Wilsonville Interchange-Hubbard

In constructing subject project the State installed an 18" storm drain line parallel with the "UX" line as shown on sheet 4-A of project plans.

This line is also shown on an enclosed map of the City of Wilsonville marked in red.

During our recent heavy rains, the water has run down this drain line to the Oregon Electric Railroad. At this point a pond develops that floods Market Road No. 6.

Pictures of the flooded area with deposited silt are enclosed.

The solution to this problem is an extension of the storm drain line to the Seely Ditch.

I am requesting that you pass this letter on to the appropriate department and see if something can be resolved.

This County is wondering on what basis the decision was made to stop the Ditch? If it was assumed that it would drain by an existing ditch, actual conditions have shown to the contrary.

I look forward to the correction of this problem.

Yours very truly,

John C. McIntyre
Director of Public Works

By

Winston W. Kurth
Deputy Director of Public Works

RECEIVED
MAR 12 1970

WWK:mak
Encls.

RECEIVED
FEB

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR F

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

I-5-5(40)284

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 5, 1970

In reply refer to: 08-35.A-1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabo

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville Interchange-Hubbard Interchange Section
Pacific Highway
State Force Order No. 6

Reference is made to your letter dated February 3, 1970 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The work is provided under Section 731-3.5(6) of the approved Special Provisions. Funds for this work were inadvertently omitted from the P.S. & E. estimate as a contingent item.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The cost of the work is small and a separate contract is impractical.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

2-10-70

REFERRED TO
Morgan w/enc.
BY ASST. STATE HWY. ENGR.

RECEIVED
FEB 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-109—5M

G-1P

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
DATE 2 FEB 1970
Order No. 6
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Wilsonville Interchange-Hubbard Interchange Date January 14, 1970, 19

Highway Pacific Contract No. 7128 F. A. Project No. I-5-5(40) 284

County Clackamas Prefix 603-1099 Account No. 274-06

Description of Work To Be Done: Maintaxin Type 2 Barricade and lights.

Location by Station Numbers: L5 576 - 596

Estimate of Quantities and Costs: Maintenance $500,00

Explanation: This item was included in the Special Provisions for this project on page 31 but was omited from the project authorization. Special Provisions, page 31, section 731-3.5(b), Type 2 Barricade ... The State will assume the responsibility of operating and maintaining the same.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 5,014,170.00	
Present estimate of project cost, including $ 500.00 for work under this order	$ 5,014,170.000	
Expected under-run over-run (amount)	$ none	
Expected under-run over-run (per cent)	none	

Space to right of this line is for use of Salem Office

Submitted by: Wayne E Mueller Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: ~~Construction Engineer or~~ Bridge Engineer

and

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ ~~Office~~ Engineer.

for Construction

State Printing

RECEIVED
JAN 20 1970

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 16, 1970

SUBJECT:

Wilsonville Intch.-Hubbard Intch.
Pacific Highway
Contract No. 7128

To:

Memo to the File

On several occasions since reconstruction of the Wilsonville interchange started, flooding under the interchange structures has occurred. The latest and most severe incident occurred last Wednesday, January 14, 1970 when extremely heavy rains were experienced in the Wilsonville area. The flooding is caused by localized runoffs which has been increased as a result of our freeway reconstruction, and by private development in the Wilsonville area. We have been investigating the various possibilities for solving the problem, which includes extending the drain pipe from the interchange area on west from its present termination point, extending the existing pipe south along the railroad right of way from its termination point, or installing a new pipe along our right of way to a point where it would drain towards and eventually into the river.

On this date (January 16), Larry Rulien made contact with Phil Balsiger, the mayor of Wilsonville, and advised him that we would, in the near future, want to meet with him to discuss a solution to our mutual drainage problem. We expect to have accumulated information so that we can meaningfully discuss the various solutions with Mr. Balsiger by the middle of next week.

L. W. Rulien
Division Engineer

by Allan C Harwood

A. C. Harwood
Asst. Division Engineer

RECEIVED
JAN 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

1-21-70
cc Klaboe
per [illegible] Morgan

ACH:fb
cc I. D. Merchant
F. D. Morgan
H. S. Cox
W. E. Mueller

Morgan
Dockers
Bond
Walker
Boehme
Johnsen

RECEIVED 3
JAN 20 1970
CONSTRUCTION
DIVISION

I-5-5(40) Wilsonville Interch.-Hubbard 1968
284 Interch. Sec., Pac. Hwy. (Grad.,
#7128 Pav., Sign., Struc. & Illum.) #1

C4A 3546

Form E-200-SM

STATE COPY

RECEIVED
JAN 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-5
7138

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
14 JAN 1970
U. S. BUREAU OF PUBLIC ROADS

Project Name Wilsonville Interchange-Hubbard Interchange
Date December 30, 1969
Highway Pacific
Contract No. 7128
County Clackamas
Prefix 603-1099
Contractor Lord Bros. Contractors Inc. & Lord Bros. Equip. Co.
F. A. Project No. I-5-5(40)284
Address 437 N. Columbia Blvd., Portland, Oregon 97217
Order No. 21

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Reconstruct temporary connection in vicinity of station 590. Work required, build additional fill, rock, pave, relocate existing median barrier and guard rail, construct additional median barrier and guard rail.

1. Maximum equipment rates as per A.G.C. and State agreement.
2. Percentage allowed contractor to be in accordance with exicuted agreement for this contract.

Location by station numbers: L5 584+00 to 597+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$2,500.00
Equipment	2,500.00
Materials	1,000.00
Total	$6,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Change of temporary connection as requested by Salem to reduce reversing curves from 1°30' to 0°45' which required the above extra work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,014,170.00
Present estimate of project cost, including $6,000.00 for work under this order	$5,014,170.00
Expected under-run over-run amount	$ none
Expected under-run over-run per cent	none

Space to right of this line is for use of Salem Office

Submitted by: Warren E. Mueller
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

1-19-70

SP*32877-734

RECEIVED
DEC 31 1969
FOR FILING

I-5-5(40)284

7128

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 24, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon I-5-5(40)284
Wilsonville Interchange-Hubbard Interchange Section
Pacific Highway - Contract No. 7128

Our Area Engineer's Inspection Report (Contact) dated December 23, 1969 indicates unsatisfactory progress on the subject project due to the contractor's failure to complete certain portions of the contract within established time limits.

We understand a request for an extension of time is to be submitted by the contractor in the near future.

12-30-69

REFERRED TO
Morgan
By Asst. State Hwy. Engr.

RECEIVED
DEC 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 22 1969
FOR FILING

[illegible]
[illegible]
To:

Cross Referenced To.
Adm
Real Prop.
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1969

SUBJECT:
Meeting re Drainage Development Plan
Wilsonville-Salem Area
Marion County

MEMO TO THE FILE

Attached is a list of persons in attendance at a luncheon meeting (December 4, 1969, at the Pancake House in Salem) called by Mr. John Anderson, Marion County Public Works Director. Apparently, the meeting came about as a result of inquiries by Mr. Lowell Stratton, Resident Engineer, to the various agencies concerning a drainage development plan for that section of Marion County between Wilsonville and Salem. Mr. Stratton wanted to utilize whatever information that was available to develop the drainage facilities required for the improvement of both US 99E and I-5.

It was revealed at this meeting that a drainage study had been initiated for the general area in question by Marion County with the consulting firms of Clark and Groff Engineers, Inc., and Boatwright Engineering, Inc., performing the work; the Soil Conservation Service is also participating in the study from the standpoint of possible benefits to agriculture. The study has not progressed to the stage where meaningful conclusions can be drawn.

The general theme of this meeting centered around the discussion of several methods of financing of the project when time for its implementation comes. Along this line, we were asked to what extent the Highway Division would contribute to the plan. They were informed that we could not give them any assurance of any participation on our part over what we would normally require to convey water from one side of the highway to the other side and that the cost of any drainage over what we would normally handle would most likely have to be borne by others (I am referring in this instance to future expansion of their drainage system--whether irrigation or otherwise). They were also informed that it may be possible to include under our construction contract those of their installations in conflict with the highway if it should happen that implementation of their drainage plan and our highway construction should coincide provided, of course, that responsibility for payment of that work is defined at the time. It is not known at present when the construction of the highways or the drainage plan will commence. In addition, there were more specific questions relating to this, but they were informed that in order to provide intelligent answers, we would need more comprehensive information than what is presently available.

NOTED
F. B. KLABO

The meeting closed with the note that this group meet once each month to keep abreast with the development of the plan. I declined the invitation to these meetings for the reason that I do not feel that we can contribute anything meaningful to the agenda. We will, however, keep in touch with the development of the plan in order to correlate their thinking with the proposed improvements to our highway facilities in this area.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:ia

Attachment

NOTED
F. B. KLABOE

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DEC 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

John Anderson	Marion Co. Public Works Director
Martin Boatwright	Boatwright Engineering
Wayne Taylor	Clark & Groff
C. S. Sherman	Marion County Health Department
Ray Card	Council of Governments
Ted Kuenzi	Marion County
Stan Vistica	Soils Conservation Service - Salem
Leland Hardy	Soils Conservation Service - Albany
W. McGee	Soils Conservation Service - Salem
W. H. Tebeau	Oregon State Highway Division
Lowell Stratton	Oregon State Highway Division
Dick Lenz	Oregon State Highway Division

RECEIVED
AUG 18 1969
FOR FILING

I-5-5(40)284
7128

August 15, 1969

Mr. Robert L. Weiss
Cake, Jaureguy, Hardy,
Buttler and McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

Re: Wilsonville Interchange
Pacific Highway
Contract No. 7128

Dear Mr. Weiss:

Your letter of August 8 directed to Mr. Warren E. Mueller, Resident Bridge Engineer, concerning the specification regarding handling of traffic on Contract No. 7128, has reached my desk.

We do not agree with your statement as to the intent of the specification, nor with the contractor's assumption concerning the period of time during which one lane could be closed to traffic.

Based on our conference of August 14, I have carefully evaluated the necessary processes to expedite and further the completion of the southbound bridge at Wilsonville. The contractor will be permitted to pour concrete for footings and shafts at Pier 2 and Pier 3 from the existing bridge deck, restricting traffic to one lane southbound during the times that this operation is in progress. It shall be expressly understood that this time of restriction will begin at daylight and cease at 3 p.m. on any day on which the pour is to be made.

It is further expressly understood that this authority is granted for a total of nine pours for the Piers 2 and 3 in question. It does not extend to any other placement of materials in the new bridge from the old bridge deck.

The approval given in this letter for closing traffic to one lane beginning at daylight and ending at 3 p.m. should be expressly understood to include only those days of clear weather. This operation shall not take place in case of fog, heavy rain, or other weather conditions which makes traffic conditions unsafe.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon 97217

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. E. Lindas
L. W. Rulien
Warren E. Mueller

FORM E-90-X (12-67

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
August 13, 1969

SUBJECT: Wilsonville Intch-Hubbard Intch
Pacific Highway
Contract 7128

To: Memo to the File

Pier 3 concrete pours from existing Willamette River Bridge structure:

Footing pour Tuesday, July 1, 7:30 a.m. to 6:30 p.m. No apparent delay of traffic.

Shaft pour Friday, July 11, 7:00 a.m. to 7:30 p.m. Traffic slowed down between 4:00 p.m. and 5:30 p.m. No other apparent delays.

Shaft pour Friday, July 18, 7:30 a.m. to 4:30 p.m. Traffic problem occurred about 3:00 p.m. when a car ran off roadway and became stuck in loose shoulder material. Some of the motorists pushed the car back on the highway. No other traffic problems.

Setting of prestressed beams:

Wednesday, June 11, Span 1 set 8 beams 8:00 a.m. to 1:30 p.m. Traffic was stopped about 8:20 a.m. for approximately 5 minutes when we lifted the first beam. Traffic was very light and no other delays occurred this date.

Wednesday, July 30, Span 7 placed 7 prestressed beams 7:30 a.m. to 1:00 p.m. No traffic delays.

Warren E. Mueller
Resident Bridge Engineer

WEM:fb
cc A. C. Harwood

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 11, 1969

SUBJECT: Wilsonville Intch-Hubbard Intch Sec
Pacific Highway
Contract No. 7128

To: Mr. I. D. Merchant
Bridge Engineer
Salem

Enclosed find letter from Cake and McEwen representing Lord Brothers, contractors on the subject project, concerning the closing to traffic of one lane on the existing structure during certain of their work operations. This letter is in reply to a letter of July 30 to Lord Brothers from Resident Engineer Mueller advising them, in effect, that they would not be permitted to use the existing bridge as a work bridge. Mueller has been directed to acknowledge receipt of the letter from Lord Brothers' attorney, advising them that it has been forwarded to this office for additional review; and in the meantime, his instructions contained in the letter of July 30 still stand.

Would you please review this situation and advise as to how we should reply to the attorney's letter, also as to what action should be taken if Lord Brothers proceeds with their announced plans of closing a lane to pour concrete on August 12, 1969.

L. W. Rulien
Division Engineer

by

A. C. Harwood
Assistant Division Engineer

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[illegible]

ACH:nlb

Encl.

cc: W. E. Mueller

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204
226-7321

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
ROBERT L. WEISS
WILLIAM E. LOVE
JONATHAN U. NEWMAN
JOHN R. FAUST, JR.
JOSEPH J. HANNA, JR.
DEAN P. GISVOLD
GEORGE C. REINMILLER
NICK I. GOYAK
ROBERT D. RANKIN

August 8, 1969

Oregon State Highway Department
6378 S. W. Carman Drive
Lake Oswego, Oregon 97034

Attention: Mr. Warren E. Mueller
Resident Bridge Engineer

Re: Wilsonville Interchange--Contract No. 7128

Gentlemen:

Reference is made to Mr. Mueller's letter of July 30, 1969, addressed to Lord Bros. Contractors, Inc., in which he stated that "the opinion" of the Highway Department was that Lord Bros. would not be permitted to close one lane of traffic on the existing bridge in order to unload concrete or to set beams in the new construction. Mr. Mueller's letter has been referred to us for reply. We believe that this "opinion" is erroneous in view of the language of Section 7-30(a) of the Special Provisions which expressly permits the closing of one lane of traffic when absolutely necessary for very short periods of time.

This job was bid and the contractor's price for the work was based upon the understanding that it could close one lane of traffic during certain critical operations. We are advised that pursuant to that Section, Lord Bros. will expect to close the west of the two south-bound lanes for several hours approximately August 12, 1969, in order to proceed with pouring of the pier shaft on Pier 3. In addition, there will be other similar short closures in connection with the placing of the beams. These are critical operations for which closure is absolutely necessary unless complicated and unique procedures are to be employed which would result in an unusually and abnormally high cost for the required work and which might increase the time of completion. We believe this is the proper interpretation of Section 7-30(a) and is consistent with the

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7,8,9,10,11,12,1,2,3,4,5,6

conduct of this and other Highway Department jobs.

This conclusion is buttressed by the amendment to the second paragraph of Section 7-21(a) which deleted the requirement for approval of the engineer in case of closures for short periods of time.

If the Highway Department does not wish Lord Bros. to close the one lane, it should modify Section 7-30(a) by issuing a contract modification in accordance with regular procedures. In the event of such a change, an additional amount will have to be added to the contract price to compensate the contractor for the substantially increased cost of performing the work by special methods.

Continued cooperation between the Highway Department and the contractor is, of course, necessary in order for the work to proceed expeditiously. The contractor has asked me to express its hope that the Department recognizes that it can not expect to obtain economical prices for its work if it insists that it be performed by uneconomical methods.

Very truly yours,

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN

Robert L. Weiss
Robert L. Weiss

RECEIVED

RLW:jb
cc: Lord Bros. Contractors, Inc.

788X 80M 7-68

COMMISSIONERS
LENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 30, 1969

Lord Bros. Contractors Inc.
437 N. Columbia Blvd.
Portland, Oregon 97217

Wilsonville Interchange-
Hubbard Interchange
Contract # 7128

Gentlemen:

The Special Provisions for your project, page 6, section 7-30(a), Temporary Protective and Directional Measures for Traffic, contains in part the following.

> "The contractor will be required to maintain four lanes of traffic through the project at all times except, when absolutely necessary, he may close one lane of traffic at a time for very short periods of time."

Page 10
Special Provisions

Also see Section 102-3.21, Limitations on Hauling Operations, which permits hauling of embankment materials for median areas.

I have again been cited for allowing you to close one lane of traffic while your various operations are being performed. It is the opinion of the Highway Department that you will not be allowed to close one lane of traffic on the existing structure to enable you to unload concrete of to place concrete beams or steel members in the new construction. You are not to use the existing bridge as a work area for the new structure. Other methods of doing your work must be found.

Yours very truly,

Warren E. Mueller
Resident Bridge Engineer

cc; L.W. Rulien
Lord Bros. (Precival)
Files

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Send Lee Merchant
for your info
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AUG 15 1969

FOR FILING
I-5-5(40)284
7128

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

REFERRED
TO Mr Query
FOR File.
G. E. ROHDE

Salem, Oregon
August 15, 1969

SUBJECT: Memo of meeting
Lord Brothers--Contract 7128
Willamette River Bridge -
Wilsonville

To: G. E. Rohde
Chief Counsel

Office

In company with Ass't Highway Engineer Tom Edwards, met with contractor's representatives at the Division Office, Milwaukie, at 11 a.m., Thursday, August 14, 1969, with reference to the performance of the above contract.

Present at the meeting were:

Highway Department	Contractor
Tom Edwards, Ass't Hwy. Engr.	William Lord
L. I. Lindas, Ass't Att'y Gen.	Harold Percival, project engineer
Don Haller, Ass't Div. Engr.	Pat O'Callaghan
Al Harwood, Ass't Div. Engr.	Robert Weiss, counsel
Warren Mueller, Res. Engr.	

The contractor had requested this meeting to ask further consideration and permission to make concrete pours, in connection with the construction of the new bridge, from the outside lane of southbound traffic of the existing bridge, which permission was previously denied them. The basis of the denial was the provision of Art. 7-30a of the special provisions which provided that the contractor shall be required to maintain 4 lanes of traffic through the project at all times except, when absolutely necessary, one lane would be closed for very short periods of time.

Mr. Weiss, counsel for Lord Bros, urged that since the concrete pours would not exceed the aggregate time of 9 days, this was in fact a short time and that from an economic standpoint it was necessary that pours be made from the existing bridge.

Mr. Edwards brought out in his questioning of the contractor's personnel that there was no intention on their part to use the existing bridge as a work platform for other than the concrete pours. Weiss' letter of __________ to the Department had indicated the contractor would also want to use the existing bridge as a work platform for the steel erection.

NOTED
FLOYD QUERY

Weiss stated that this was a mistake on his part and further urged the granting of permission for the concrete pours, pointing out also that in connection with the adjacent highway contract to the north we had granted to that contractor the permission to reduce traffic to one lane in each direction during certain periods of the day.

Admittedly we had done this, but Mr. Edwards pointed out the situation across a bridge differed from a situation involving normal right of way, in that there were shoulders and additional widths on the highway that allowed for "dodging room" that was not present on the bridge proper.

Following the meeting with the contractor the matter was discussed further with our own people, at which time it was decided to grant the permission requested by the contractor in light of the fact the use of the existing bridge would be limited solely to the pouring of concrete which the contractor asserted would not exceed 9 eight-hour work days.

Letter was written to the contractor by Mr. Edwards granting the permission to close and use the southbound outside lane of the existing bridge during the hours of daylight to 3:00 p.m. Pours were not to be made on days when fog or rain conditions affect visibility, and the pours were not to exceed 9 eight-hour work days. This permission was also granted upon the contractor's statement he would not use or request the use of the bridge as a work platform for any other purpose.

L. Lindas

L. I. LINDAS
Staff Attorney

LIL:gw

cc: Tom Edwards
Frank C. McKinney

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AUG 20 1969
FOR FILING

I-5-5(47)[illegible]
7124

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 15, 1969

To: MEMO TO THE FILES

SUBJECT: Wilsonville Intch-Hubbard Intch Sec
Pacific Highway
Contract No. 7128

On August 14 a meeting was held at the Division Office to discuss the contractor's request that he be allowed to block one lane of the existing bridge during certain concrete pouring operations. Those in attendance were Tom Edwards, Leonard Lindas, D. H. Haller, Jr., Warren E. Mueller and A. C. Harwood from the Highway Department; Pat O'Callaghan, Harold Percival, William Lord and Charles Montgomery from Lord Bros.; and Robert Weiss, attorney representing Lord Bros.

O'Callaghan indicated that their interpretation of the specifications was that placing concrete from the existing bridge would be permitted and that their planning and bidding had been made along these lines. Edwards replied that concern for maintaining four lanes of traffic had been a big factor in the decision to build a new bridge rather than merely widening the existing bridge. He referred to Mr. Weiss' letter, particularly to the statement concerning the contractor's understanding that they could close one lane of the existing bridge to traffic. He asked if our people had given the contractor additional verbal information which would lead them to this assumption. Weiss replied, not necessarily; he was not implying in his letter that the understanding was mutual.

Weiss continued with a discussion of the comparison of the wording in the specifications for this contract to the wording in the standard specifications. He pointed out that the phrase "...when approved by the engineer..." had been struck from the standard specifications for this contract which lead them to believe that no approval for lane closure was necessary. Also, in the standard specifications, the wording is "...short periods of time," while for this job the wording has been modified to "...very short periods of time..."; and this is a relative sort of thing, possibly 24 hours even.

The particular items of work for which the contractor was requesting closure of one lane of the highway was discussed. He advised that it was not planned to set the structural steel from the existing bridge, that the remaining work for which they desired closure of an existing lane was limited to placing the remaining concrete at Piers 2 and 3. Prior to this

Send cc Tom Edwards
Ivan Merchant

NOTED
TOM EDWARDS

time, lane closures had been put into effect to facilitate setting of the prestressed beams and three concrete pours at Pier 3. The longest of these concrete pours was about 12 hours and the contractor indicated the average length of time for the remaining pours would be about 6 hours per pour.

There followed a general discussion of whether or not pouring off of the existing bridge was an absolute necessity. It was pointed out that the original bridge was constructed without an existing bridge to work off of; that the seal pours at Piers 2 and 3 had been made without interference to traffic by using a conveyor system; and that there were more sophisticated methods of placing concrete now, such as pumping, which did not interfere with traffic. The contractor replied that the conveyor system would not work when the pier got up in the air. Also, it was extremely expensive for small pours. As for pumping, the contractor had had bad experiences with pumping as a result of malfunction of the equipment.

Lord indicated he felt he was being discriminated against since, on the two contracts north of his, Atkinson was being allowed to reduce traffic to a single lane each way. Our reply to this was that some items of work are unique to these jobs, such as removal of old structures and considerable filling in median areas. Using the crossovers was preferable to stopping traffic completely. It was also pointed out to Lord that the lane closures particularly objectionable were when they took place on the bridge to allow performance of some items of work on the adjacent structure, that closing of a lane to traffic off the bridge had been permitted when necessary and would continue to be.

Mr. Edwards advised the contractor that he wanted to discuss this proposal with the Highway Department people present and would give the contractor an answer later that day.

The contractor at this time brought up the question of revising the detour at the north end of the Willamette River Bridge. This was discussed, and Mr. Edwards indicated his approval of the plan if B.P.R. participation could be obtained. At this point the contractor left the meeting.

After discussion among ourselves, it was decided that the closing of one lane of the existing structure to allow the placing of concrete could be allowed during the daylight hours, provided the lane was reopened no later than 3:00 p.m. The closing of the lane was to be allowed only when favorable weather conditions existed and only for the remaining pours at Piers 2 and 3. Resident Engineer Mueller was instructed to so advise the contractor verbally. this date and to see that written confirmation followed.

As a follow-up of the request of approval for the revised traffic pattern at the north end of the river structure, I telephoned Cliff Christianson of the Bureau of Public Roads and he indicated that they were completely in accord with the proposal and felt there would be no question as to their participation in the revision. I directed Mueller to proceed with this revision.

L. W. Rulien
Division Engineer

by

A. C. Harwood
Assistant Division Engineer

ACH:nlb

cc: W. E. Mueller

RECEIVED
AUG 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(40)284

AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Funds are [illegible]
Date 7 AUG 1969
Title Div. Engr.
U.S. Bureau of Public Roads

C

Project Name Wilsonville Interch.-Hubbard Interch. Section
Highway Pacific
County Clackamas
Contractor Lord Bros. Contr. Inc. & Lord Bros. Equip. Co.
Address 437 N. Columbia Blvd., Portland, Oregon 97217

Date August 6, 1969
Contract No. 7128
Prefix 603-1099
F. A. Project No. I-5-5(40)284
Order No. 20

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove AC Pavement on existing roadway where Portland Cement Overlay would be less than the required 7" thick.

1. Maximun equipment rates as per A.G.C. and State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

orig. to Morgan
cc to Shaag
8-20-69

Location by station numbers: 513+00 to 550+00

Estimate of quantities and cost:

Labor	$200.00
Equipment	300.00
Total	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Patching of existing highway AC has caused isolated high spots to occur which will cause the Portland Cement Concrete to be thin.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $5,014,170.00
Present estimate of project cost, including $500.00 for work under this order $5,014,170.00
Expected under-run / over-run amount $ None
Expected under-run / over-run per cent none

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller, Resident Engineer

Approval Recommended: /s/ D. H. Haller, Jr., Asst. Division Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer ~~Bridge Engineer~~

Approved: /s/ F. D. Morgan
~~XXXXXXXXXXXXXXXXXXXXXXXX~~
Construction Engineer

SP*22877-734

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Form E-208—5M

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AUG 8 1969
OFFICE OF
ENGINEER

STATE COPY

E-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] project agreement if additional funds are [illegible]
2 JUL 1969
Date
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Interchange - Hubbard Interchange

Date July 17, 1969

Highway

Contract No. 7128

County Clackamas

Prefix 603-1099

Contractor Lord Bros. Contrs. Inc. and Lord Bros. Equip. Co.

F. A. Project No. I-5-5(40)284

Address 437 N. Columbia Blvd., Portland, Oregon 97217

Order No. 19

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Place Portland Cement Concrete overlay.

Continued Over:

1. Maximum rental rates allowable as per A.GC. agreement.
2. Percentage allowed contractor is in accordance with executed contract for this project.

Location by station numbers: Bridge No. 7505 A & B, Station 536+48 to 537+48.

Estimate of quantities and cost:

Material	$ 9,245.00
Labor	3,850.00
Equipment	2,310.00
Total	$15,405.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Price for this work could not be justified on price agreement basis. Extra work order authorized by A.A. Rear July 11, 1969. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,014,170.00	
Present estimate of project cost, including $15,405.00 for work under this order	$5,014,000.00	
Expected under-run over-run amount	$	
Expected under-run over-run per cent		

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan 8-11-69
~~Assistant~~

PORTLAND CEMENT CONCRETE OVERLAY

Work to be Done: Under these provisions, the contractor shall remove the existing asphalt concrete pavement from the decks of the existing Bridges Nos. 7505 A and 7505 B; clean the underlying concrete by sandblasting of other approved means; prepare all portland cement concrete on which epoxy bonding agent is to be placed, in conformance with the recommendation of the epoxy manufacturer; and place portland cement concrete pavement, varying from approximately 1-1/2 inches to 5 inches in thickness, as called for by the engineer.

Materials. Epoxy resin used in bonding the concrete shall comply with the applicable provisions of AASHO Specification M 250.

Aggregates used in the portland cement concrete shall comply with the provisions of Article 404-2.5 and shall obtain a 28 day strength of 4000 PSI, using a maximum size aggregate of 3/4 inch.

Construction. The epoxy bonding agent shall be mixed and placed in accordance with the manufacturer's recommendations. Portland cement concrete overlay shall conform to applicable sections of Article 404.

Measurement and Payment. Payment for removing the existing asphalt surface, cleaning the existing concrete deck and preparing all surfaces for epoxy bonding agent will be made at the lump sum amount bid for the item "Preparation of Bridge Decks", which amount includes all labor, materials and equipment necessary to clean and prepare the existing bridge decks for placement of epoxy bonding agent.

Payment for furnishing and placing portland cement concrete pavement overlay, including all labor, materials and equipment, will be paid as Extra Work see Article 4-4.

RECEIVED
JUL 22 1969
FORM E-90-4(12-67)
FOR FILING

I-5-5(40)284
7128

c

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1969

SUBJECT: FBK No. 2956
Wilsonville Intch.-Hubbard Intch.
Pacific Highway
Contract No. 7128
Borrow Area Rt of "ES" Line

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

2956

BUILDING

Mr. Rulien's letter of June 27 requested further review of the possibility of obtaining borrow material from the subject named source.

The material from this source, predominantly gravel, can be moved and placed satisfactorily as embankment during prolonged periods of inclement weather. This feature could prove to be an important factor in expediting progress of the project, now considerably behind schedule.

In review then, a decision was made to permit taking of borrow from this source with the following provisions:

1. Final finish or shaping to be directed towards leaving the area pleasing in appearance (no abrupt backslopes) and suitable for seeding and landscaping.
2. A suitable reduction in price from the contractor.

This matter was discussed with Mr. Rulien on July 7.

F. D. Morgan
Construction Engineer

By

G. L. Decker

G. L. Decker
Asst. Construction Engineer

F. B. KLABOE
NOTED

GLD:fr

cc: L. W. Rulien
Roy Olson

RECEIVED
JUL 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
July 1, 1969

To:

Memo to the File

SUBJECT:
Addendum
Prosecution of Work
Wilsonville Intch-Hubbard Intch
Pacific Highway
Contract No. 7128

During the course of a conference with the contractor Lord Brothers which was previously reported on by letter of June 27, 1969, it was pointed out to the contractor that as of October 15, 1969 liquidated damages in the extent of $200 per day would accrue, that as of December 20 these damages would rise to $300 a day and that he should consider that this amounts to approximately $9,000 per month, and that his projected schedule would cause a considerable amount of liquidated damages to be withheld.

NOTED
F. B. KLABOE

L. W. Rulien
Division Engineer

LWR:fb
cc Tom Edwards
F. B. Klaboe
I. D. Merchant
F. D. Morgan
W. E. Mueller

RECEIVED
JUL 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30-X (12-67

Routing

Morgan

Swan

Glenn

Litchfield

Boehme

Gallagher

Johnson

Stein

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

June 27, 1969

RECEIVED
JUL 3 1969
CONSTRUCTION
DIVISION

To: Memo to the File

SUBJECT: Prosecution of Work
Wilsonville Intch-Hubbard Intch
Pacific Highway
Contract No. 7128

The subject contract was awarded May 9, 1968. The contract was awarded with three completion dates as follows:

(1) Completion of all road work October 15, 1969.

(2) Completion of the total project, with the exception of finishing concrete and painting steel below deck elevation, December 20, 1969.

(3) Total completion July 31, 1970.

It has been apparent for sometime that the contractor on this project, Lord Brothers, was not going to meet the specified completion dates, and the resident engineer had been trying for sometime to determine the schedule of operations that Lord Brothers was going to attempt to follow. Due to the importance of this project and its completion, both to the traveling public and, in particular, to the citizens of the Wilsonville area, and also in consideration of the relatively tight time which we imposed on this contract and for which we were willing to pay, it appeared necessary to have a meeting with the contractor to determine his plans.

A meeting was held in the conference room of the Division Office at 9 A.M. June 26, 1969. Representing the contractor was Bill Lord, Mr. Montgomery, Mr. O'Callaghn and Mr. Harold Percival. Representing the State were Al Harwood, Don Haller, Al Rear, Warren Mueller and the writer. At the meeting, I pointed out to the contractor our concern with the lack of progress on this project. I indicated to the contractor that we were very concerned that on a job which had been awarded May 9, 1968 that traffic in the general Wilsonville interchange area was still on a temporary pattern, and that there was still considerable work to be done in that particular area before we could consider the interchange in its permanent state, and the traveling public and adjacent businesses no longer interferred with. It was also pointed out that we were also concerned with the final completion of the project, and that they were not to the point of having a cofferdam installed for Bent 2 on the Willamette River Bridge.

The contractor presented a proposed schedule (Al Rear has a copy) which picks up his work at the present time and projects those items of work to do on through to final completion of the project. This schedule indicates a completion of the new Willamette River Bridge (future southbound) in March of 1970, which would then allow the staging of traffic necessary to complete a partial embankment on the north end of the bridge, and a further switching of all traffic to the newly completed southbound bridge which would occur in June of 1970. It would not, therefore, be possible for the contractor to begin his remodeling job on the existing Willamette River Bridge until June of 1970 and, consequently, he indicates a final project completion of November 1970. Most of the aspects of work shown on the contractor's work schedule were discussed in general terms, not in depth. The consensus, however, was that the schedule is probably realistic and possibly a little conservative.

There were two areas where it appeared that further investigation would be warranted in order to determine if some time could be saved. One was the placement of the embankment along the easterly side of the future southbound lanes at the north end of the Willamette River Bridge. It appeared possible that time could be saved on this operation, and that also a proper time of year could be guaranteed for the bulk of this operation, if a sheet piling wall of some type was constructed to retain a portion of this embankment. This is being investigated. It appears that if this should be possible, it would be something that the contractor should bear the cost of. However, this was not specifically discussed.

The other item that was discussed was the very probable need of making critical embankments to the north of the Willamette River during periods of anticipated poor weather. It was suggested by the contractor that delays could possibly be avoided by allowing him to acquire this embankment from the area north of the river and east of the highway. This proposal was brought up before; however, it was turned down due to possible conflicts with the scenic values of the area. In the interest of expediting this project, I would request one more review of the possibility of obtaining this borrow at this location.

I think the meeting was useful from the standpoint of emphasizing our interest in the contractor's progress, and that he prosecute the project to the end that completion will come as soon as possible. In addition, I think we succeeded in emphasizing our concern that the Wilsonville interchange area be cleaned up with final pattern and final signing coming at as early a date as possible.

L. W. Rulien
Division Engineer

LWR:fb
cc Tom Edwards
F. B. Klaboe
I. D. Merchant
F. D. Morgan
W. E. Mueller

RECEIVED
JUL 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 - 1969
FOR FILING

J-5-5 (41) 3-4
1128

Cross Referenced To:
Adm
Road Prog
Ref to File

July 1, 1969

The Honorable Phillip R. Balsiger
Mayor of Wilsonville
Route 1, Box 636
Wilsonville, Oregon 97070

2951

Dear Mayor Balsiger:

Reference is made to your letter of May 26 which requested permission to hang a water line and sewer line on the Willamette River Bridge at Wilsonville and your letter of June 19 which supplied the information requested verbally by Mr. Cartwright on June 13.

Your request has been reviewed by the State and the Bureau of Public Roads, and it has been determined that it would be within the public interest to allow the installation of the water line and sewer line. This approval is made subject to our review and concurrence in the method, the location, and the type of material to be used for the installation.

Our Utilities Section will contact you in the near future as to what steps must be taken to accomplish the actual installation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

D. J. Barbee
L. W. Rulien
T. W. Litchfield
H. S. Cox

bc: R. L. Porter F. B. Klaboe V. D. Wolfe
Tom Edwards I. D. Merchant F. D. Morgan

JMC:fw sr

copy Russ Hunter sent 7-3-69

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 27, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville Interchange - Hubbard Interchange Section
Pacific Highway
Accommodation of Waterline and Sewerline on Willamette River Bridge

The proposal transmitted with Mr. Litchfield's June 20, 1969 letter for the installation of an 8-inch pressure sewerline and a 12-inch waterline on the reconstructed structure over the Willamette River within the subject project has been carefully reviewed and it has been determined that this installation would be within the public interest. Therefore, we concur in your recommendation that this installation be allowed.

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
JUN 27 1969
CONSTRUCTION
DIVISION

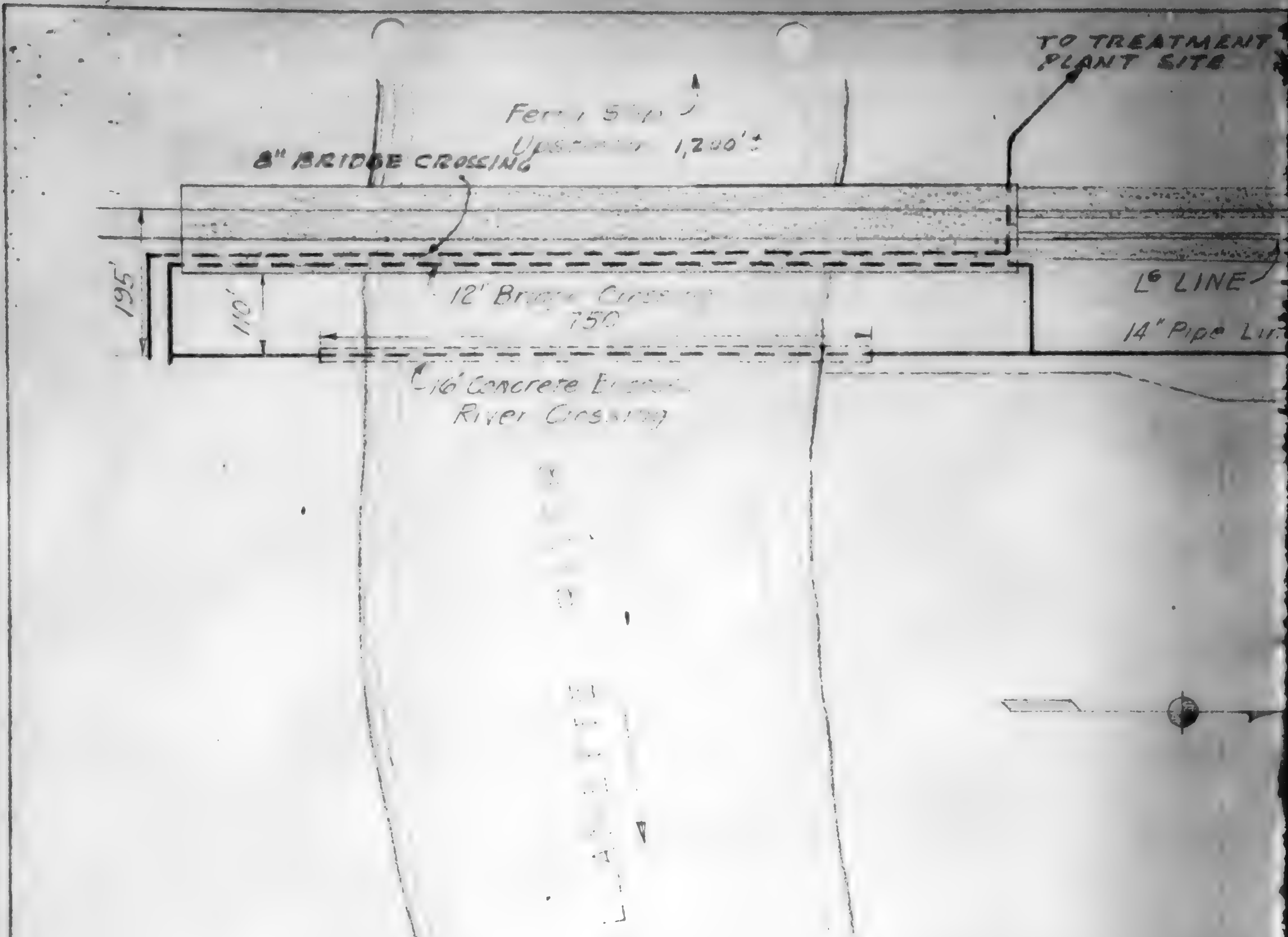
Poss
Swan
Glenn
Litchfield
Gallagher
Stein

orig to Morgan
attn Litchfield
6-27-69

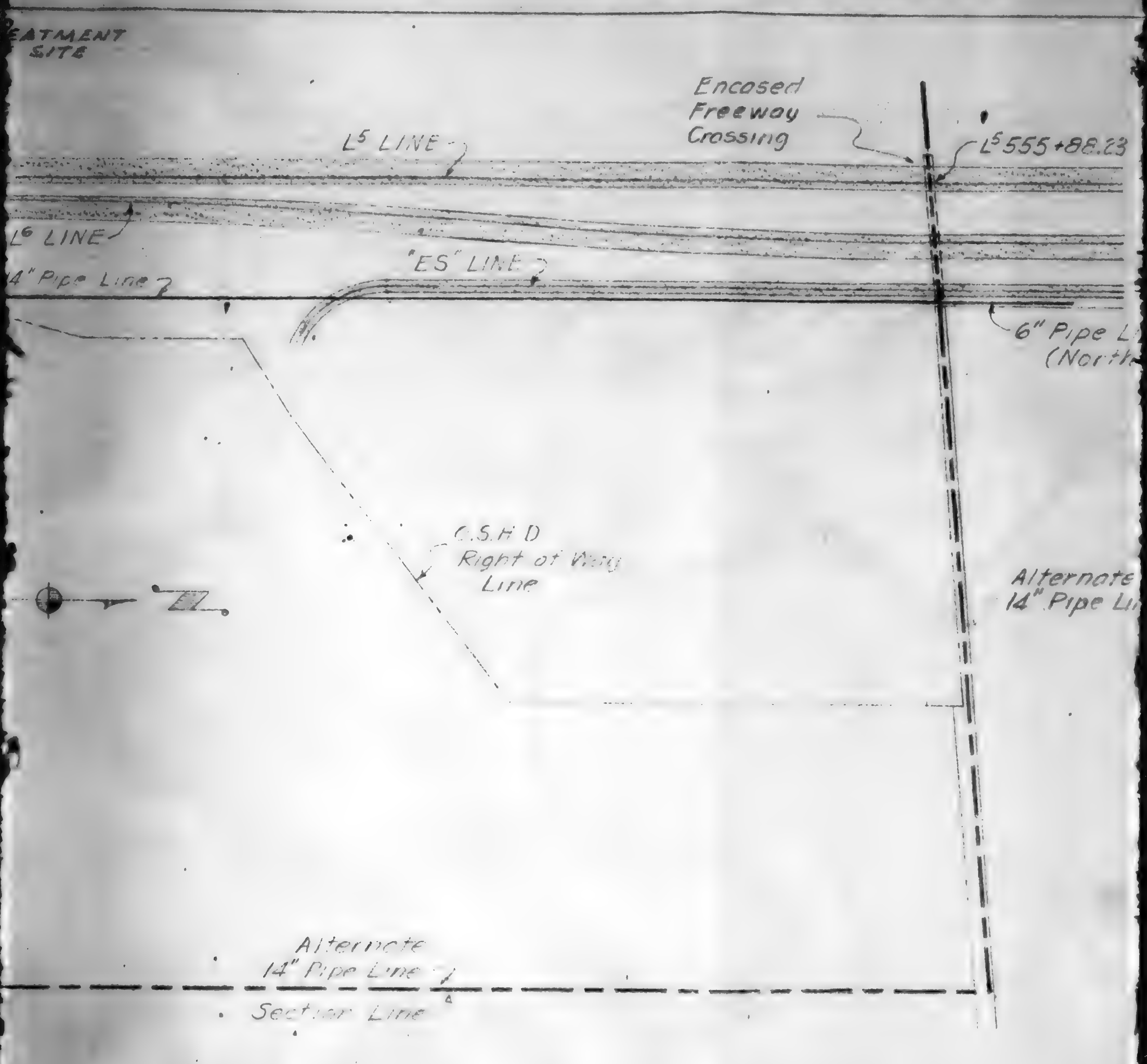
Copy - Ross
Hunter
7-3-69

RECEIVED
JUN 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



Note
This drawing to accompany
O.S.H.D. Drawing No. B-335.

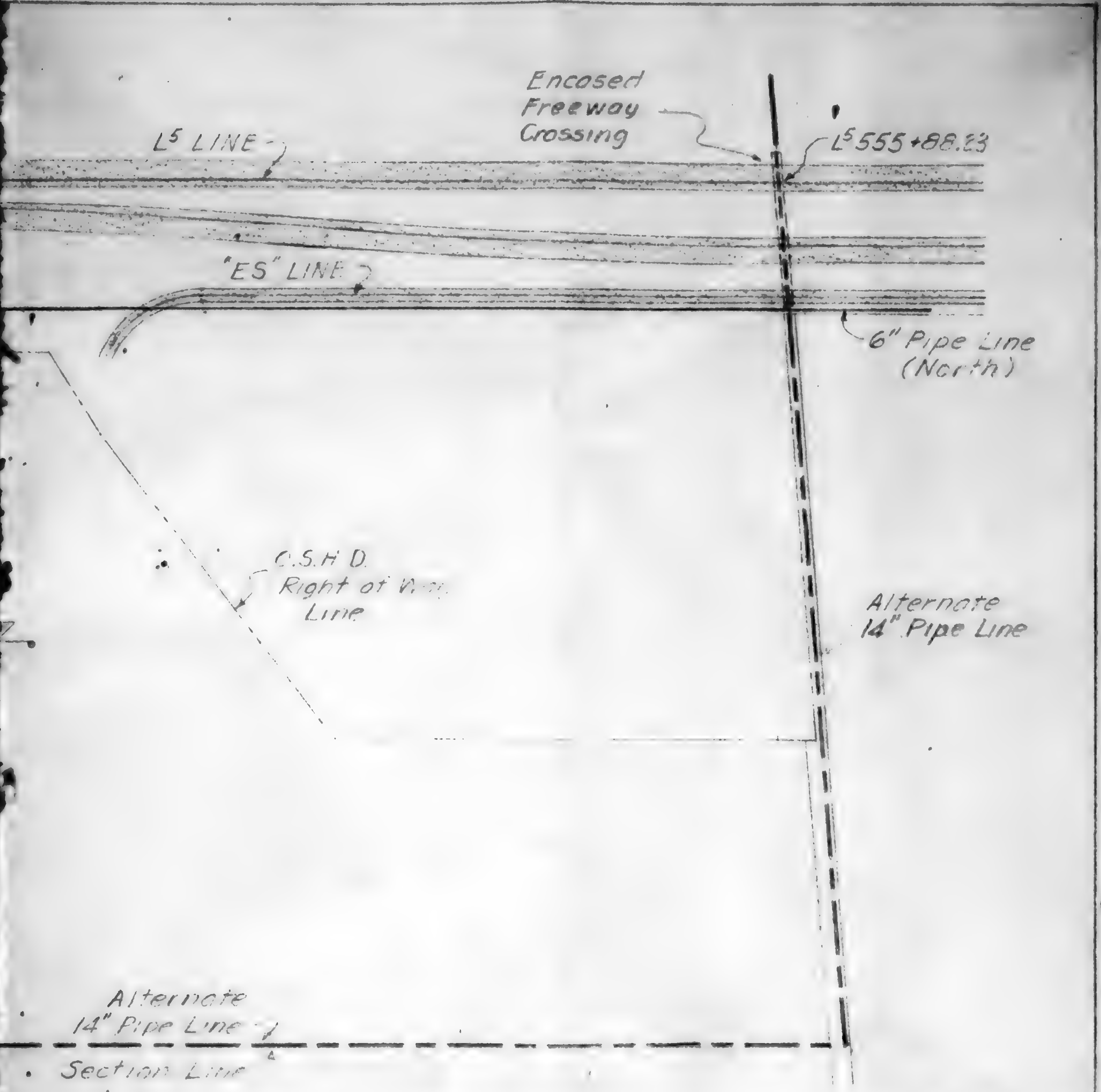


CITY OF WILSONVILLE
WATER SYSTEM
RIVER CROSSINGS

SCALE 1" = 200'

W. J. DORNER
CONSULTING ENGINEER
[illegible] S. W. FOURTH AVENUE
PORTLAND, OREGON 97204

JUNE 18, 1969



OF WILSONVILLE
ATER SYSTEM
VER CROSSINGS

SCALE 1" = 200'

W. J. DORNER
CONSULTING ENGINEER
[illegible] S. W. FOURTH AVENUE
PORTLAND, OREGON 97204

JUNE 18, 1969

RECEIVED
JUN 23 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-5(40)284

Cross Referenced To:
Adm
Real Prop
Ref to Self

June 20, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Accommodation of Water & Sewer Lines
Willamette River Bridge
Wilsonville Interchange-Hubbard
Interchange Section
Pacific Highway - I-5
Project No. I-5-5 (40) 284

Dear Sir:

The City of Wilsonville has requested permission to hang an 8-inch pressure sewer line and a 12-inch water line on the reconstructed structure over the Willamette River on the above subject project.

It is the State's policy that longitudinal installation of utilities will not be allowed on Freeways unless it can be shown that any other location is extremely difficult and unreasonably costly to the utility consumer, the installation will not adversely affect the design, construction, stability, traffic safety or operation of the freeway and the utility can be serviced without access from the main traveled way or on-off ramps.

The City of Wilsonville has recently embarked on a program of expansion and upgrading of the water and sewer facilities for the greater Wilsonville area. A master sewage collection plan has been prepared by Cornell, Howland, Hayes & Merryfield and a preliminary engineering report and feasibility study for a proposed water system has been prepared by W. J. Dorner, Consulting Engineer. A copy of each of these reports are included for your information. The City of Wilsonville will soon be implementing these plans for water and sewer facilities.

The City has been contacted by Willamette Factors as to the possibility of serving a new condominium development South of Wilsonville, across the Willamette River, with water and sewer facilities. This would require crossings of the Willamette River not included in previous planning.

Mr. Dorner has furnished the City with a preliminary estimate of the cost for crossings of the Willamette River on the proposed Willamette River Bridge and alternate underwater crossings.

Copy-Ross
Hunter
7-3-69

As indicated in the attached letter from the City, the on-structure crossings would cost an estimated $66,900 and alternate underwater crossings $85,285. The underwater crossings, besides being a great deal more difficult, would cost the City an estimated $18,385 (27.5%) more than crossing on the structure. The population of the City of Wilsonville at present is 1,009. The additional cost of underwater crossings would result in a cost of $18.22 per capita or in the terms of actual cost for retirement of bonds to cover the amount of the construction, $40 per capita.

The overall design, construction or stability of the bridge would not be adversely affected by the installation of the water and sewer lines as shown on the attached bridge drawing, B-339. The lines would be suspended from the bridge deck by hangers on Spans 3, 4 & 5 and from a concrete beam, which is part of the prestressed beam portion of the bridge construction, on spans 1, 2, 6 &7. The lines, situated beneath the bridge, would not interfere with traffic safety or operation of the freeway. The utility lines in the four end spans could be serviced from the banks of the river via nearby boat ramps. Service to the lines in the three mid spans could be made from the inspection walk being installed as part of the subject project. Access from the main traveled way, therefore, would not be required.

The attached drawing prepared by W. J. Dorner shows the approximate location of the water and sewer lines as they leave either end of the structure. The method and location could be altered to fit the requirements of the State for access control.

It is the City's request that the actual installation be performed by the State's contractor with the total cost to be borne by the City.

We feel that since the requested installation meets the qualifying requirements for longitudinal installations on Freeways, that it would be in the best interest of the public to grant the City of Wilsonville permission to install the 8-inch pressure sewer and 12-inch water line on the Willamette River (Wilsonville) Bridge. We recommend your concurrence in the proposed installations.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc:F. B. Klaboe
I. D. Merchant
L. H. Young
L. W. Rulien
R. H. Rumbolz

RECEIVED
JUN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

PHILLIP R. BALSIGER
Mayor
WILLIAM D. BRUCK
Public Works
WILLIAM A. MONTGOMERY
Public Safety
WALTER O. WEHLER
Public Relations
GLENN CUMBERLAND
Recreation

CITY OF
Wilsonville
P.O. Box 155 / Wilsonville, Oregon 97070

June 19, 1969

Mr. T.W. Litchfield
Utilities Liason Engineer
State Highway Building
Salem, Oregon 97310

Routing E
Morgan
Decker
Walker
Johnson
RECEIVED
JUN 20 1969
CONSTRUCTION DIVISION
Poage
Swan
Glenn
Litchfield
Gallagher
Stein

Dear Mr. Litchfield:

In reference to our request for permission to attach an eight inch sewer line and a 12 inch water main on the Interstate 5 bridge crossing the Willamette River in Wilsonville, I offer the additional information:

1. Our city presently has a population of 1009 persons.

2. If permission is granted for the above stated request, the city will experience a per capita savings of $18.22*.

3. The total savings of $18,385.00** is desperately needed to help build utility systems of adaquete capacity to handle our immediate anticipated growth. Our city has an estimated assessed valuation of eight million dollars at this time. With this limited base, we must build adaquetly for our anticipated growth. This will of course, severly tax us now, as we have no state or federal aid in sight to aid us at this critical time. We plan to raise $644,000.00 in general obligation bonds for our initial water system, and $600,000.00 in revenue bonds for the initial sewage system.

   In our effort to move ahead now (and not wait for our problems to compound themselves) and plan properly for the future, we need all the help which may be available to us.

4. The requested utilities can be readily maintained from grade (below the bridge) at either end of the structure, and from catwalks below spans over the water.

5. The installation of all pipes will be in a place not seen from above (only visibility will be from below the structure).

Copy- Ross
Hunter
7-3-69

6. The accompanying drawings illustrate location of nearby public ferry ramps (which will provide convenient access by boat to the bridge right-of-way if necessary) and the approximate location of the pipes as they leave the bridge right-of-way.

* In terms of actual cost for retirement of bonds to cover the cost of construction, this would amount to $40.08 per capita.

** The estimated costs for the underwater and bridge crossings for water and sewer lines are:

Water line: $44,885.00 (underwater), $35,210.00 (bridge)= $9,675.00
Sewer line: $40,400.00 (underwater), $31,690.00 (bridge)= $8,710.00
Total Saving: $18,385.00

I have enclosed two copies each of earlier reports of our proposed water and sewer systems and three copies of the river crossing map.

Sincerely,

Phillip R. Balsiger

Phillip R. Balsiger, Mayor

PRB:db

RECEIVED
JUN 5 - 1969
FOR FILING

I-5-5(40)284
7128

June 4, 1969

The Honorable Phillip Balsiger
Mayor of Wilsonville
Route 1, Box 636
Wilsonville, Oregon 97070

Dear Mayor Balsiger:

Reference is made to your letter of May 26 concerning the City of Wilsonville's desire to hang an 8-inch sewer line and a 12-inch water main on the Interstate 5 bridge crossing the Willamette River in Wilsonville.

As you know, this request must first be checked out for feasibility, which we will immediately do. Following that, a comparison of costs of alternate methods must be determined, for which we may require your assistance. An application to the Bureau of Public Roads follows. I know this sounds like a lot of work and there is, of course, no assurance that the Bureau will eventually approve the idea. Nevertheless, the Federal Government has the last say in these matters and we will have to process it through them.

Our people will be in touch with you as soon as we have worked out the feasibility details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Glenn L. Jackson
Forrest Cooper
R. L. Porter
Tom Edwards
Ivan Merchant
D. J. Barbee
L. W. Rulien - Enc.
T. W. Litchfield - Enc.

Copy - Ross Hunter 7-3-69

(Note: Please immediately set the ball in motion to make application to the Bureau if it is feasible. The feasibility aspect should be checked out with Mr. Merchant.) FBK

PHILLIP R. BALSIGER
Mayor
WILLIAM D. BRUCK
Public Works
WILLIAM A. MONTGOMERY
Public Safety
WALTER O. WEHLER
Public Relations
GLENN CUMBERLAND
Recreation

CITY OF
Wilsonville
P.O. Box 155 / Wilsonville, Oregon 97070

May 26, 1969

Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

The City of Wilsonville will soon be implementing its plans for water and sewer facilities. In keeping with the desires of the State Board of Health, we will attempt to service as wide an area as possible from one central sewage treatment facility.

Among the many requests we have had for sewer and water services (via annexation), the most imminent and extensive is the need by Willamette Factors.

Their plans for a large condominium development directly south of Wilsonville across the Willamette River can be serviced by us only with a river crossing of water and sewer lines.

As an underwater crossing would create a real hardship at this time, we request permission to hand an 8" sewer line and a 12" water main on Interstate #5 Bridge crossing the Willamette River in Wilsonville.

Sincerely,

Phillip R. Balsiger
PHILLIP R. BALSIGER, MAYOR

PRB/sas

RECEIVED
JUN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(40)284

RECEIVED
JUN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date JUN 4 1969 By
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Wilsonville Interchange-Hubbard Interch.	Date	June 4, 1969
Highway	Pacific	Contract No.	7128
County	Clackamas	Prefix	603-1099
Contractor	Lord Bros. Contrs. Inc & Lord Bros. Equip. Co.	F. A. Project No.	I-5-5(40)284
Address	437 N. Columbia Blvd., Portland, Oregon 97217	Order No.	18

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct asphalt concrete gutter and install 6" pipes in slope. (Special Slope Drainage).

1. Maximum rental rates allowable as per AGC agreement.
2. Percentage allowed contractor is in accordance with executed contract for this project.

Location by station numbers:

Asphalt Concrete Gutter	"D" 538+50 to 540+50±
6" Pipe in Slope	"D" 540+50± and "D" 543+30±

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment	$100.00
Labor	300.00
Materials	150.00
Total Including Allowance	$550.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The project plans do not provide for this special drainage conditions. The installation is necessary to eliminate erosion of slopes caused by run-off from adjacent, paved commercial property.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,014,170.00
Present estimate of project cost, including $550.00 for work under this order	$5,014,170.00
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approved: /s/ F. D. Morgan / 6-23-69

RECEIVED
MAY 15 1969
FOR FI

I-5-5(40)284
7128

Cross Referenced To:
adm
Real Prop
Ref to Sell

May 14, 1969

The Honorable Phillip Balsiger
Mayor of Wilsonville
Route 1, Box 636
Wilsonville, Oregon 97070

Dear Mayor Balsiger:

Reference is made to your request to place a future sewage disposal plant for the City of Wilsonville on State-owned property located immediately north of the Willamette River west of Interstate 5. The property is more properly described as that property we acquired by Deed No. Q-1467 from Dales and Marian W. Guyton.

This property will be excess to our needs at such time as the contract now under construction in the immediate vicinity has been completed.

We will recommend to the State Highway Commission that it be sold to the City of Wilsonville, with a public-use clause, for the purpose intended for one-half its appraised value. I must emphasize that the Commission will have to approve the sale and, under the circumstances, I cannot guarantee it. The sale would also be contingent upon our approval of the details of the plan. I am particularly thinking of the possibility that some screening will be necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
H. S. Cox
D. H. Moehring
L. W. Rulien

FBK:srb

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 9, 1969

SUBJECT:
Request of City of Wilsonville
Borrow Area for Sewage Treatment
Plant

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
Salem

Today a meeting was held in Wilsonville with the mayor, Mr. Phil Balsiger, and Mr. John Kinsman, a representative of CH2M, and Mr. Bill Haskins, Warren Mueller and myself. The City is negotiating with Lord Brothers for the construction of a large conduit crossing I-5 in the neighborhood of Station 556. The purpose of the conduit would be to carry future utilities, including sewer, water and possibly power. They feel some urgency due to Lord Brothers highway work and their need to install the conduit at this time which could be an open trench operation, or be stopped from open trenching by surfacing construction. They are seeking a minimum commitment from the State concerning the property which is cross-hatched on the attached drawing 1R-5-597. The cross-hatched area has been exhausted in so far as a source of borrow is concerned. Due to its floor elevation, it is apparently excellent as a possible location for a sewage treatment plant. Gravity flow from most of the areas served could be maintained. It has further advantages to the City in that it sits well down in a hole buffered from adjacent developments.

I would recommend that a statement be given to the City indicating that the subject tract, on conclusion of our current project, will in deed be surplus and will not be required for future highway purposes, and that, providing proper payment is made, the tract would be available to the City for its public purposes. This could also be made contingent on approval of more detailed plans and any screening, et cetera, which may be required from the highway. I believe such a commitment would be in order and would, at this time, serve the City's immediate need. They do not anticipate any plant construction for well perhaps over a year, but are in a considerable hurry due to the conduit installation.

L. W. Rulien
Division Engineer

RECEIVED
MAY 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
cc W. H. Haskins
B. P. Huntley
W. E. Mueller

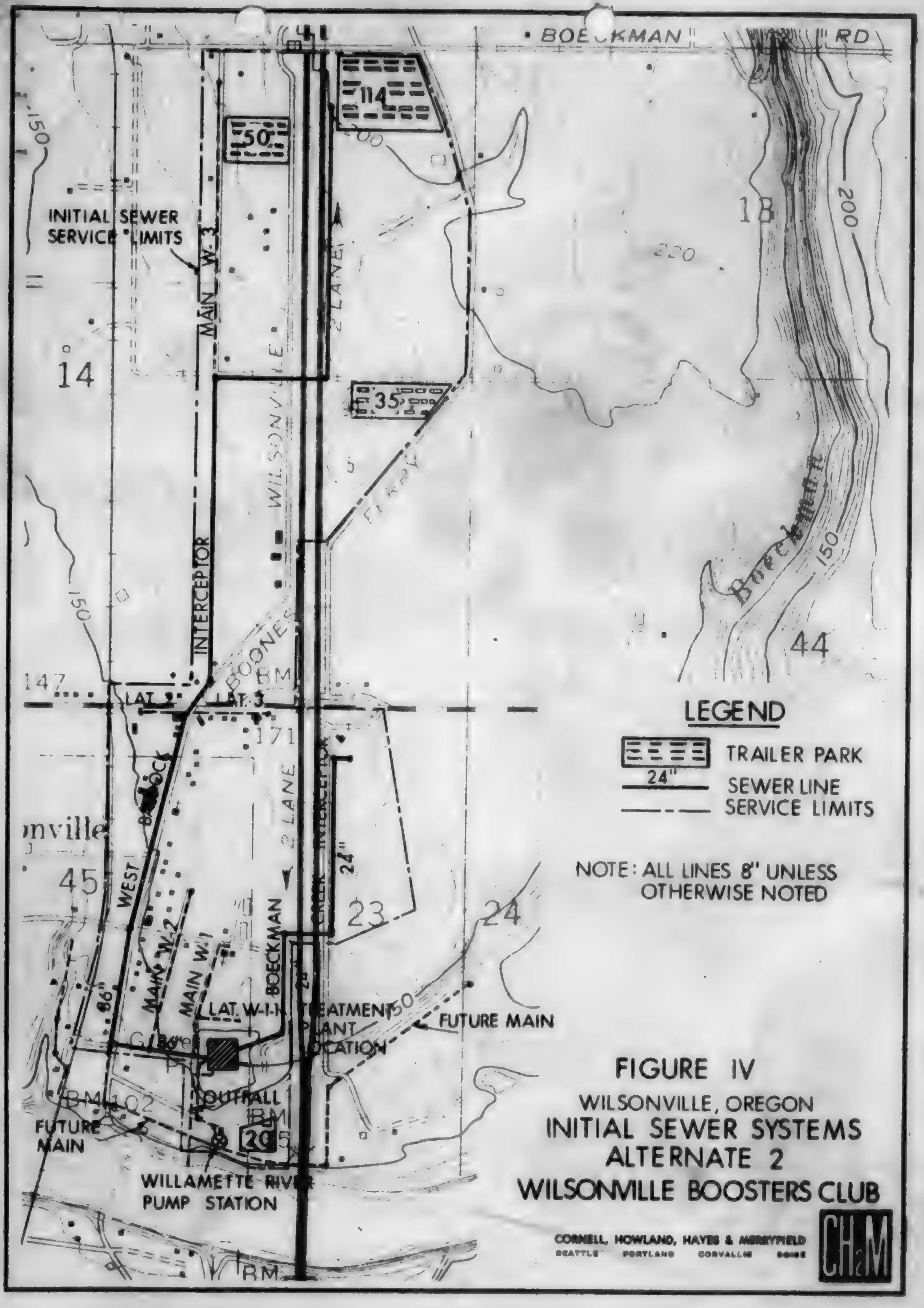


FIGURE IV

WILSONVILLE, OREGON
INITIAL SEWER SYSTEMS
ALTERNATE 2
WILSONVILLE BOOSTERS CLUB

RECEIVED
MAY 1[illegible] 1969
FORM E-30-X (12-67)
FOR FILE

I-5-5(4[illegible])-44
71-8

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 9, 1969
Salem, Oregon

To: MEMORANDUM TO FILE

SUBJECT: Q-1467
Portland-Salem Expressway

On May 9, 1969 Highway personnel designated below met with Mr. Balsinger, Mr. Kinsman and their engineer for the Wilsonville City Sewer Disposal Project. The City is interested in acquiring from the Department the property outlined in red on the attached map. This property would be used for a sewer disposal site. Also they would need an easement for a sewer line which is shown in green on the map and would follow along our westerly right-of-way property line.

Because of the construction project now under way in this area it is necessary for the City to make a decision in placing a conduit or sewer pipeline across our right-of-way before the paving is completed. This decision must be made by May 12, 1969 as the contractor will begin his rocking and paving of this area.

It was Mr. Rulien's opinion that the site chosen by the City for their disposal project would be excess property after the completion of this present contract under way.

Highway personnel present at this meeting were Mr. Rulien, Mr. Haskin, and Mr. Mueller.

W. H. HASKIN
Property Manager

WHH/ag
Attachment

cc: F. B. Klaboe
L. W. Rulien
W. E. Mueller

RECEIVED
MAY 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 5 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 28, 1969

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Klaber

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(39)284
Wilsonville Interchange - Hubbard Interchange
Right of Way

Returned herewith are the approved right of way plans for the subject project this office authorized the acquisition of right of way on February 23, 1968, March 6, 1969 and March 25, 1969. Federal participation is subject to the provisions of the 80 Series PPM's.

The project agreement will be forwarded for your signature at a later date.

Enclosure
Right of way plans

5-5-69

Young w/enc.

By Asst. State Hwy. Engr.

RECEIVED
MAY 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOT
F. B. K

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-5-5(40)284

Form E-208—5M

STATE COPY

G-1P

MAY 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] project agreement [illegible] additional funds are [illegible]
APR 25 [illegible]
[illegible] Engineer
U.S. Bureau of Public Roads

C

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Wilsonville Intchg-Hubbard Intchg Section
Date April 24, 1969
Highway Pacific
Contract No. 7128
County Clackamas
Prefix 603-1099
Contractor Lord Bros. Contrs., Inc. & Lord Bros. Equip. Co.
F. A. Project No. I-5-5(40)284
Address 9233 N. Calvert Ave., Portland, Ore. 97217
Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Pier 3 cofferdam requires blocking of sheet piles which will be on top of existing seal and the placing of sand or grout bags to make the joint between the new cofferdam and the old seal tight enough to contain the new seal concrete.

1. Maximum equipment rates as per A.G.C. & State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Location by station numbers:

Pier 3, Station 579+25

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	$ 500.00
Equipment	2,000.00
Labor	2,500.00
Total	$5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") In the construction of the existing bridge the contractor constructed the original cofferdam larger than the limits shown on the original plans in order to have more working room. This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $5,014,170.00
Present estimate of project cost, including $5,000.00 for work under this order $5,011,450.00
Expected under-run ~~XXXXXXX~~ amount $2,720.00
Expected under-run ~~XXXXXXX~~ per cent 0.054%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for ~~XXXXXXXXXXXXXXX~~
Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ F. D. Morgan ✓ 5-13-69
~~XXXXXXXXXXXXXXX~~

RECEIVED
APR 24 1969
FOR FILING

I-5-5(12)21
7/28

April 23, 1969

2829

Mr. Dominic Mancini
Zoning Administrator
Clackamas County Planning Department
940 Warner-Milne Road
Oregon City, Oregon 97045

Dear Mr. Mancini:

This is in reply to your letter of April 16 concerning the request for a zone change of a parcel of land in the northeasterly quadrant of the Hubbard Interchange. The specific property is outlined on our enclosed right-of-way map of the Hubbard Interchange.

As you know, this entire interchange is being designed for reconstruction and, from the Hemmerling property in question, an additional two parcels are under appraisal and negotiation. Access to this property will be fully controlled along Aurora Road to Engineer's Station 27+00, as depicted on the right-of-way map.

The project is tentatively scheduled for letting of the contract in September 1969. Enclosed are reduced velum of right-of-way map number 1A-21-15 and a preliminary layout print of the Hubbard Interchange.

We suggest that the rezoning of this area is premature inasmuch as our immediate plans call for the complete reconstruction of the interchange. Driving patterns, access, et cetera, will all be radically changed, and these final patterns would have a decided bearing on your deliberations. We call these matters to your attention as being material in connection with your consideration of the proposed zone change.

Thank you for the opportunity of reviewing this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young
G. E. Rohde
R. D. Asburry - Enc.
L. W. Rulien "
D. H. Moehring "

BG:ia FBK:srb

OREGON STATE HIGHWAY DEPARTMENT
Located Line

HUBBARD INTERCHANGE SECTION

PACIFIC HIGHWAY

CLACKAMAS COUNTY
Scale: 1 inch = 100 feet
Traced by M.L.J. Jan., 1969

GRID BEARINGS-NORTH ZONE

DRG. NO. IA-21-15

ACCESS CONTROL LINE ——— - ———

N. TIGARD INT. - HUBBARD INT. SEC PACIFIC HIGHWAY Clackamas County				SHE No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

To Hubbard →

COUNTY OF CLACKAMAS
PLANNING DEPARTMENT

Fred Stefani, Commissioner
Thomas D. Telford, Commissioner
Robert Schumacher, Commissioner

James E. Hall, Planning Director
940 Warner-Milne Road
Oregon City, Oregon 97045

Phone 656-2641
Ext. 205

April 16, 1969

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

A hearing was conducted by the Clackamas County Planning Commission to consider a request for establishing commercial at the interchange of Interstate Highway 5 and the Aurora-Champoeg Road.

The specific property in issue is outlined on the attached map. However, due to the nature of this request the entire area of the interchange is under consideration.

This matter was continued by the Planning Commission, as indicated by the attached letter, until a later date - probably in May.

Your review and comments on this area would be greatly appreciated together with any pertinent information or maps.

Sincerely yours,

JAMES E. HALL, Planning Director

Dominic Mancini

Dominic Mancini
Zoning Administrator

DTM:vs

Enclosures

RECEIVED
APR 21 1969
PROGRAM & PLANNING
DIVISION

RECEIVED
APR 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY OF CLACKAMAS
PLANNING DEPARTMENT

Fred Stefani, Commissioner
Thomas D. Telford, Commissioner
Robert Schumacher, Commissioner

James E. Hall, Planning Director
940 Warner-Milne Road
Oregon City, Oregon 97045

Phone 656-2641
Ext. 205

April 16, 1969

Mr. Richard P. Hemmerling
Route 2, Box 247-A
Aurora, Oregon 97002

Dear Mr. Hemmerling:

At their regular meeting, April 14, 1969, the County Planning Commission considered your request to call a hearing on the matter of amending the Canby-Wilsonville Development Pattern.

The Commission decided to continue this matter until the staff can conduct a study of this interchange and other possible developments between Aurora Road and the Wilsonville area. When a date has been set for the hearing, you will be notified of it by this office.

If you have any questions concerning this matter, please contact this office.

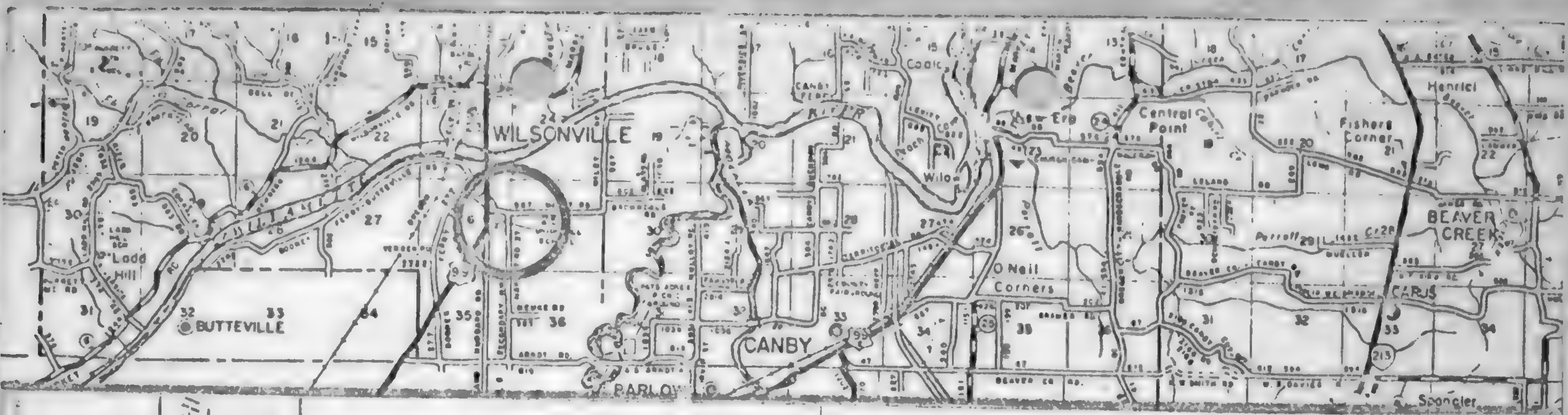
Sincerely yours,

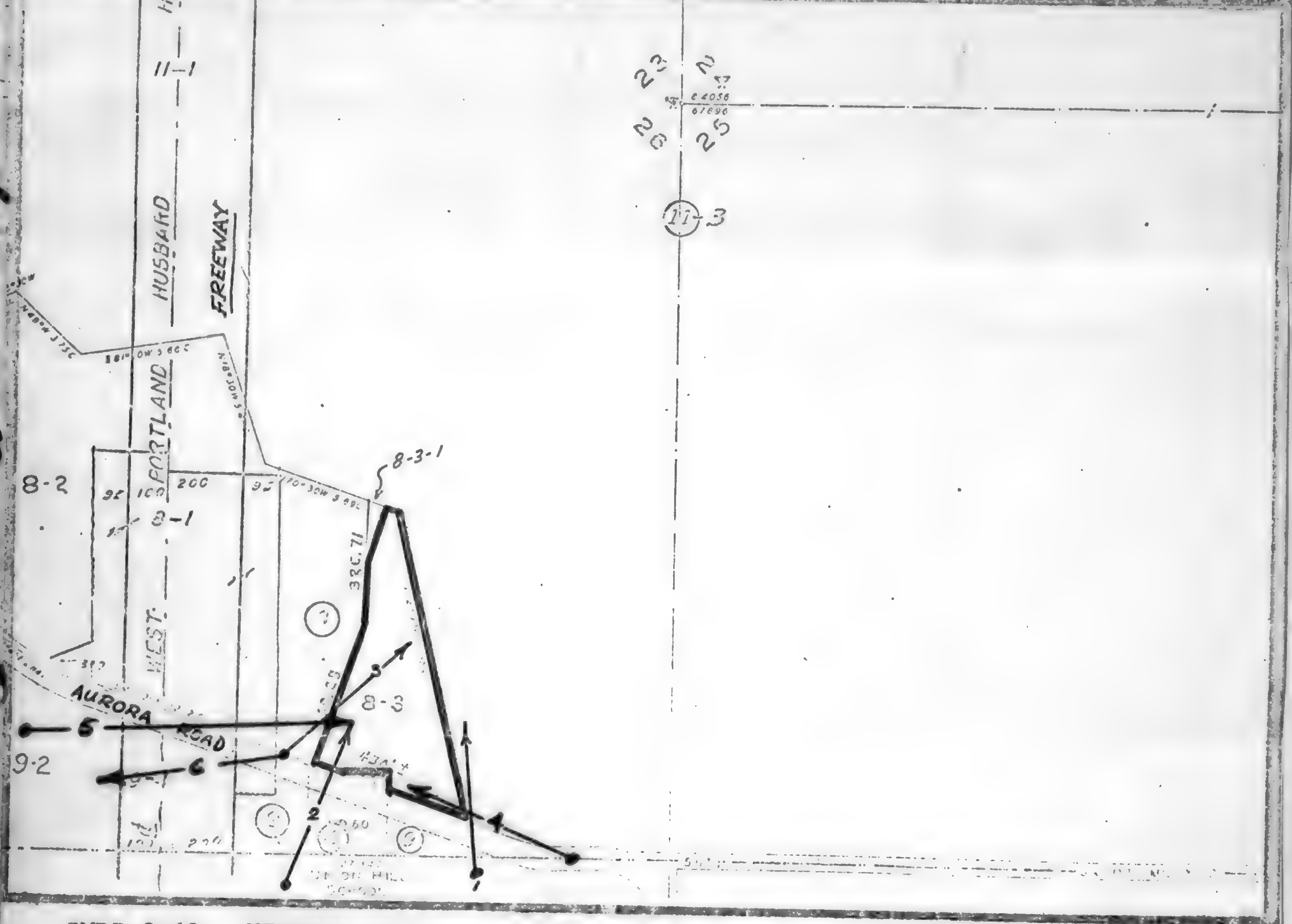
James E. Hall

JAMES E. HALL
Planning Director

JEH:ckb

cc: Board of County Commissioners

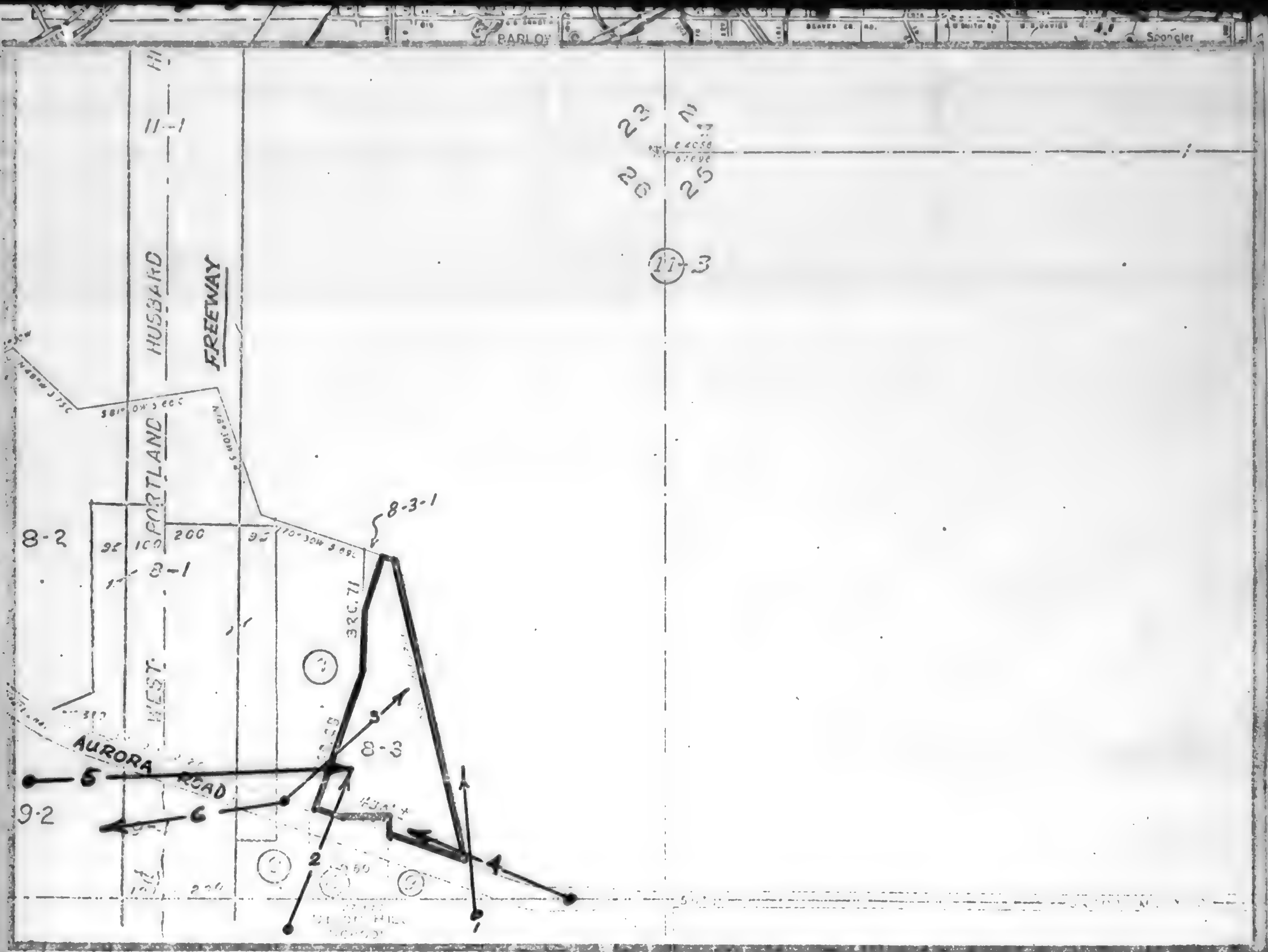




CWDP-2-69 HEMMERLING, Richard P. Informal development pattern hearing from residential to commercial

BACKGROUND:

Interstate Highway 5 runs north and south and is depressed at this location while the Champoeg Aurora Road fronting this subject property crosses over the freeway and follows an east-west direction. This frontage road starts downhill as it proceeds east at this location then takes a rather sharp right angle turn at the bottom of a hill some 500 feet away. Three homes are present on the north side of the Champoeg Road here, with the rear portion of the home sites presently in orchards on a hill with a downward slope. One large home set back some 100 feet from the road exists on the south side of the road together with a couple of parcels of vacant land. An ingress and egress access ramp for northbound traffic on I-5 is provided to Aurora Road adjacent to this subject property on its southwest corner. This traffic pattern on this corner is rather complex at this time. A C-2 zone change was granted for property south of Aurora Road and west of Interstate 5 several years ago which has had a small health food store develop there.



CWDP-2-69 HEMMERLING, Richard P. Informal development pattern hearing from residential to commercial

BACKGROUND:

Interstate Highway 5 runs north and south and is depressed at this location while the Champoeg Aurora Road fronting this subject property crosses over the freeway and follows an east-west direction. This frontage road starts downhill as it proceeds east at this location then takes a rather sharp right angle turn at the bottom of a hill some 500 feet away. Three homes are present on the north side of the Champoeg Road here, with the rear portion of the home sites presently in orchards on a hill with a downward slope. One large home set back some 100 feet from the road exists on the south side of the road together with a couple of parcels of vacant land. An ingress and egress access ramp for northbound traffic on I-5 is provided to Aurora Road adjacent to this subject property on its southwest corner. This traffic pattern on this corner is rather complex at this time. A C-2 zone change was granted for property south of Aurora Road and west of Interstate 5 several years ago which has had a small health food store develop there.

RECOMMENDATION: DENIAL

A major commercial area is located at Wilsonville less than one mile away. Added commercial development at this interchange would not be advantageous to the overall development plan for the area. The existing traffic pattern at this interchange does not lend itselt to added development of this type.

RECEIVED
APR 22 1969

UNITED STATES GOVERNMENT

FOR

Memorandum

Klaboe

I 701284

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 18, 1969

In reply refer to: 08-35-EC/400.1

Copy "No Hearing file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5( )284
Hubbard Interchange Section
Pacific Highway
Public Hearing and Design Approval

We have reviewed the information supplied in your April 14, 1969 letter and concur that additional hearings are not required for this project.

Inasmuch as the Hubbard Interchange layout has been approved by this office we consider that design approval has been given and no further action is necessary.

4-23-69

REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
APR 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 15 1969

FOR FILING

April 14, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Hubbard Interchange Section
Pacific Highway
Clackamas County
I-5-5( )234

Dear Sir:

We hereby request your concurrence that additional hearings are not required and we further request your design approval of the subject project which is scheduled for our September 25, 1969 contract bid opening according to the Oregon State Highway Department Schedule of Contract Lettings, issue of February 28, 1969. The requests are based on the following information:

1. Public hearing stipulations were satisfied and a letter from Mr. A. W. Parson (08-35-EC) dated September 29, 1967, Project I-5-5(33)234, N. Tigard Interchange-Hubbard Interchange Section authorized preliminary engineering for preparation of construction plans (PS&E), with additional two lanes to provide a 6-lane facility.

2. The Hubbard Interchange layout, which composes the entirety of the subject project, was approved by Mr. G. R. Brooks, May 29, 1968.

3. Mr. Glen L. Green's March 21, 1969 letter concerning Project I-5-5(39)234, Wilsonville Interchange-Hubbard Interchange Section right-of-way, authorized the State to proceed with the actual acquisition of the balance of the right-of-way on the project as of that date.

Mr. R. E. Simpson
April 14, 1969
Page 2

In view of these facts, and that actions noted in all but a portion of number 3 above took place while PPM 20-8(1) was in effect, and its requirements were complied with, we are of the opinion that additional hearings are not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:la

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

RE
APR 1 - 1969

3-25-69

LETTER OF APPROVAL AND/OR AUTHORIZATION

TO: MR. FORREST E. COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klabo

I-5

SECTION: WILSONVILLE-HUBBARD (HUBBARD INTERCHANGE)

WORK: RIGHT OF WAY

COUNTY: CLACKAMAS

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: -----

DATE AUTHORIZED: MARCH 21, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ○ CONSTRUCTION - ADVERTISE FOR BIDS.
- ☒ RIGHT OF WAY. FILE 20861(2) & 43369(2)
- ○ OTHER (SPECIFY).
- ○ UTILITY ADJUSTMENT.
- ○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S MARCH 13TH LETTER PROVIDES SUFFICIENT DATA TO RELEASE THE STIPULATION OF OUR MARCH 6TH AUTHORIZATION MEMO. THEREFORE, YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF PARCEL (2) OF FILE 20861 AND PARCEL (2) OF 43369.

NOTE: F. B. KLABO

REFERRED TO Young
By Asst. State Hwy. Engr.
3-27-69

OFFICE USE

RECEIVED
MAR 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE: 3-25-69

SIGNATURE OF APPROVING OFFICIAL: For R. E. SIMPSON

TITLE: DIVISION ENGINEER

JAN 31 1969
OFFICE OF
STATE HIGHWAY E[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] of project agreement & allocation of funds [illegible]
Date JAN 20 1969
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Wilsonville Interch.-Hubbard Interch. **Date** January 13, 1968

Highway Pacific **Contract No.** 7128

County Clackamas **Prefix** 603-1099

Contractor Lord Bros. Contra., Inc. & Lord Bros. Equip. Co. **F. A. Project No.** I-5-5 (40) 284

Address 9233 N. Calvert Ave., Portland, Ore. 97217 **Order No.** 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove Cofferdam Material left from previous Contractor at Pier #4.

1. Maximum equipment rates as per A.G.C. and State Agreement.
2. Percentage allowed Contractor to be in accordance with executed agreement for this Contract.

Location by station numbers: Bridge #2254A
Pier #4 Sta. 581+31

NOTED
F. R. [illegible]

Estimate of quantities and cost:

Labor	$2,000.00
Equipment Rental	2,000.00
Materials	1,000.00
	$5,000.00

Telephone call to Division January 13, 1969

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") In the construction of the existing Bridge, the Contractor left Cofferdam materials in place which are now in the way of construction of the new Bridge. These materials are required to be removed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,014,170.00	
Present estimate of project cost, including $5,000.00 for work under this order	$5,011,450.00	
Expected under-run / over-run amount	$2,720.00	
Expected under-run / over-run per cent	0.054%	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. Bridge Engineer

Approval Recommended: /s/ Allan Harwood
Asst. Division Engineer

Approved: /s/ F. D. Morgan 1-31-69
Construction Engineer

SP*23577-734

C

RECEIVED
DEC 13 1968
FOR FILING
I-5-5(40)284
712 H. G. Mathias

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 11, 1968

In reply refer to: 08-35.7

Klabo

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(29)284
Wilsonville Interchange-Hubbard Interchange
Right of Way
(Mr. L. H. Young's October 22 and December 5 letters and our November 20 Memorandum)

Mr. Young's October 22 letter forwarded four copies of an estimate for project agreement and two sets of reduced right of way plans. Our November 20 memorandum advised you that inasmuch as the design for the Hubbard Interchange was incomplete we were withholding action on execution of the project agreement and approval of the plans. Mr. Young's December 5 letter requested that the plans and estimate submitted with his October 22 letter be returned for revisions and they will be resubmitted at a later date.

In accordance with Mr. Young's request we are returning the material.

Enclosures

Young
w/encs
12-12-68

RECEIVED
DEC 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

Federal Aid
Project No. I-5-5(39)284

WILSONVILLE INTERCH.-HUBBARD INTERCH. SECTION OF THE PACIFIC HWY. IN CLACKAMAS COUNTY

Project Agreement Estimate

Salem, Oregon, October 22, 1968

Type Code R.O.W.
Rights of Way (Sta. 550+00 to Sta. 622+00)

Right of Way	All Required	$143,500.00
		$143,500.00
	Acquisition Expense	6,500.00
		$150,000.00

Relocation Assistance

One Business (Prior to "68" Act.)	All Required	$800.00
Two Families (Under Provisions of "68" Act.)	All Required	$600.00

Length of Project - - - - - 1.365 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$150,000.00	$138,000.00	$12,000.00
Relocation Assistance (1 business)	800.00	700.00	100.00
Relocation Assistance (2 families)	600.00	600.00	-
Subtotal	$151,400.00	$139,300.00	$12,100.00
Retained in Program Status			
Right of Way	89,800.00	81,700.00	8,100.00
Total	$241,200.00	$221,000.00	$20,200.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 175, Laws 1917.

Prefix 603-2516

RECEIVED
DEC 6 - 1968

FOR FILING

Thaddeus Bruno, Member
Portland

I-5-5(40)284
7128

December 5, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project I-5-5(39)284
Wilsonville-Hubbard Int. Section

Dear Sir:

Your letter of November 20, 1968, on the subject project requested our comments concerning the reduced right-of-way plans submitted for your approval on October 22, 1968.

In preparing the reduced right-of-way plan we neglected to check the right-of-way roll map with the revised and approved interchange design, hence, were unaware of the change. The location material for the approved interchange design has not as yet been submitted from the field and we are informed that as soon as this material is submitted and the right-of-way needs are established the descriptions will be revised and negotiations reopened.

We were aware that the plans did not show right of way needed in the southeast quadrant as descriptions have not been written as yet; however, the plans and estimate as submitted were for only a partial project agreement at this time and revisions would have been made when available to cover the balance of the right of way as programed.

Our purpose in submitting this project for a partial agreement was to receive reimbursement for the $93,270.45 shown in code "A" on the November, 1968 IBM B.P.R. billing voucher for costs incurred to date for right of way purchased and incidentals. Since it is not known at this time if all of two files already purchased will be needed for right of way we request that the plans and estimate as submitted on October 22, 1968 be returned for revisions and resubmitted at a later date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

CL:bb

RECEIVED
DEC 5 1968
FOR FILING
I-5-5(40)284
71.28

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 3, 1968

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards
cc Merchant
Klaboe
12-4-68

SUBJECT: Oregon Project I-5-(40)284
Wilsonville Interchange - Hubbard Interchange Section
Pacific Highway

Reference is made to Mr. Edwards' letter of November 25, 1968 referring to our letter of November 5, whereby we limited participation on Extra Work Order No. 5 to work performed subsequent to August 22, 1968.

The chronological description of the events between August 15 and August 22 is somewhat clearer than that given in Mr. Young's letter of October 30, 1968, but does not appear to differ in principle.

We are aware of the urgency in situations such as this and realize how easy it is to overlook the need for advising us so eligibility may be established. We will, in this instance, reconsider and approve Federal participation beginning August 15, 1968, but must have some indication that positive steps are being taken within the Bridge Division to eliminate the communication gap between agencies.

Your urgent attention to this matter is requested in order to afford more orderly procedures in the future.

NOTED
TOM EDWARDS

RECEIVED
DEC 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 2 5 1968

FOR FILING

I-5-5(40)284
7128

November 25, 1968

6994

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DA
Wilsonville-Hubbard Interchange
Oregon Project I-5-5(40)284
Contract No. 7128

Dear Sir:

Reference is made to your letter of November 5 concerning Order for Extra Work No. 5.

There are extenuating circumstances relative to this Extra Work Order which we believe make the effective date for participation retroactive to August 15. A brief resume' of events leading to the August 22 conference should make this point clear.

On August 15, while threading sheets for Pier No. 1, the contractor encountered material which he believed to be the footing of the adjacent structure.

On Friday, August 16, the contractor notified us that he expected to be compensated for whatever modification became necessary as a result of hitting the old footing. He also notified us that there were some sheet piles at Pier 2 that must be removed.

On Saturday, August 17, the contractor worked with divers and airlift pumps excavating around the old footing to expose it.

On Monday, August 19, the contractor made a diver inspection of Pier 2 and on Tuesday, August 20, he continued to make exploratory examination of the condition of Pier 2 footing.

During the foregoing sequence of operations, we maintained the position that the problem belonged to the contractor until he proved it to be ours. Our field personnel analyzed the information gathered and came to the conclusion that the problem was the responsibility of the State and at this time your staff was informed.

I do not believe that the lapse of time from August 15 to August 22 is an undue length of time when consideration is given to the water conditions at the site. Pier No. 2 has water depth of 50 feet ± and Pier No. 1 has water depth of 25 feet ±. The accurate location of these footings is near to impossible from the water surface and the contractor's equipment was necessary to gather information required to render a decision as to responsibility for the work. Bureau of Public Roads' personnel were not informed until we felt our responsibility had been established.

Our Resident Engineer was not present at the site on August 22 when the conference was held. He could have been able to discuss the preliminary investigation of the previous week if he had been consulted.

I request that you reconsider your stand on the effective date for participation with the foregoing resume' in mind.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

~~Tom Edwards~~
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

AAR:jf ja

7128

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage St. - Salem OR 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 5, 1968

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville-Hubbard Interchange
Pacific Highway

Reference is made to Mr. Young's letter of October 30, 1968 requesting retroactive approval from August 22, 1968 to August 15, 1968 for Extra Work Order No. 5 on this project.

Our records do not reveal receipt of any information regarding this item of work prior to the approval date of August 22, 1968. On that date members of our staff visited the project upon the suggestion of one of your bridge department staff. He advised us he had received word from the Division of difficulties being experienced in pile driving of Pier 1.

During this visit to the project no mention was made of any exploratory work or changes having been made prior to that day's work, so no record of such an occurrence was made.

We feel we moved as expeditiously as the information available to us allowed, and do not consider it appropriate to grant a retroactive approval for the added week.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 12 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Merchant
RB
copy-young

RECEIVED
NOV 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-[illegible]

RECEIVED
NOV 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(40)284
7128

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

[illegible]
project [illegible]
funds are re[illegible]
Date NOV 1 1968
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Wilsonville Interch.-Hubbard Interch. Date October 31, 1968

Highway Pacific Contract No. 7128

County Clackamas Prefix 603-1099

Contractor Lord Bros. Contrs., Inc. & Lord Bros. Equip. Co. F. A. Project No. I-5-5(40)284

Address 9233 N. Calvert Ave., Portland, Oregon 97217 Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install drain pipe at approx. L5 Sta. 570+00 to drain low area under median rail.

(1) Maximum equipment rates as per AGC and State agreement.
(2) Percentage allowed contractor to be in accordance with executed agreement for this contract.

Location by station numbers:

L5 570+00

Estimate of quantities and cost:

Material	$ 60.00
Equipment	140.00
Labor	200.00
	$400.00

Telephone approval 10-31-68 by Don Haller Ass't. Div. Engr.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In the construction of the detour of L5 line the new paving caused water to be trapped in the medial area several hundred feet from the existing median drain. This water can be removed by piping it to the side. It was felt that this water would cause a hazard in freezing weather.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,014,170.00
Present estimate of project cost, including $400.00 for work under this order	$5,008,120.00
Expected under-run ~~XXXXXXXX~~ amount	$6,050.00
Expected under-run ~~XXXXXXXX~~ per cent	0.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~XXXXXXXXXXXXX~~ Bridge Engineer

Approval Recommended: /s/ Allen Harwood
Ass't. Division Engineer

Approved: /s/ F. D. Morgan 11-27-68
~~XXXXXXXXXXXXX~~

S[illegible]

RECEIVED
NOV 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-1P

REGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

[illegible]
Contingent upon [illegible] of
project agreement [illegible]
OCT 2 2 1968
W. C. Brown
Title Dist. Engineer
U.S. Bureau of Public [illegible]

Project Name Wilsonville Interchange-Hubbard Interchange
Date October 22, 1968
Highway Pacific
Contract No. 7128
County Clackamas
Prefix 603-1099
Contractor Lord Bros. Contrs., Inc. & Lord Bros. Equipment Co.
F. A. Project No. I-5-5(40)284
Address 9233 N. Calvert Avenue, Portland, Oregon 97217
Order No. 1 Supplementary #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide flagging to protect traffic passing through and by the project as called for by the standard specifications for highway construction 1964.

1. Maximum rental rates allowable as per A.G.C.-State agreement.
2. Percent allowed contractor to be in accordance with the executed contract for this project.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

State's additional share of flagging - $5,000.00

Supplemental Order	$ 5,000.00
Original Order	5,000.00
TOTAL	$10,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to the heavy traffic on Interstate 5 Highway, the contractor has been required to use more flagging than was anticipated in the original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,014,170.00
Present estimate of project cost, including $5,000.00 for work under this order	$5,008,120.00
Expected under-run ~~XXXXXXX~~ amount	$ 6,050.00
Expected under-run ~~XXXXXXX~~ per cent	0.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Asst. ~~Construction Engineer or~~ Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ L. H. Young

SP*23577 734

RECEIVED
OCT 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(40) 284

7128

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification
project agreement if addition
funds are required.
AUG 2 2 1969
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Wilsonville Interchange-Hubbard Interchange
Highway Pacific
County Clackamas
Contractor Lord Bros. Contrs., Inc. & Lord Bros. Equip. Co.
Address 9233 N. Calvert Ave., Portlant, Oregon 97217

Date October 2, 1968
Contract No. 7128
Prefix 603-1099
F. A. Project No. I-5-5(40)284
Order No. 5 Supplementary

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Revise cofferdam at Piers 1 and 2 and remove old sheet piles at Pier 2.

1. Maximum equipment rates as per A.G.C. and State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Location by station numbers:

Bridge #2254A

Pier No. 1 Station 574+68
Pier No. 2 Station 576+75

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 3,350
Equipment Rental	6,450
	$ 9,800
Original Authorization	$ 2,000
Total	$11,800

Total supplemental order $9,800

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work is now completed and exceeded the original estimate since the time required to do the work underwater and with water equipment took longer than anticipated.
In the construction of the existing bridge the contractor was allowed to pour footings which were oversize and they are now in the way of the new footings and revisions to the new bridge are required.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,014,170.00	
Present estimate of project cost, including $ 9,800. for work under this order	$5,004,020.00	
Expected under-run ~~XXXXXXXX~~ amount	$ 10,150.00	
Expected under-run ~~XXXXXXXX~~ per cent	0.2	

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~XXXXXXXXXXXX~~ for Bridge Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved: /s/ L. H. Young 10-28-68

STATE COPY

G-1 P

RECEIVED
OCT 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Contingent upon [illegible]
project appro[illegible]
funds are [illegible]
Date OCT 7 1968
[illegible] Dist. Engineer
U.S. Bureau of [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Wilsonville Interchange-Hubbard Interchange **Date** October 2, 1968

Highway Pacific **Contract No.** 7128

County Clackamas **Prefix** 603-1099

Contractor Lord Bros. Contrs., Inc. & Lord Bros. Equip. Co. **F. A. Project No.** I-5-5(40)284

Address 9233 N. Calvert Ave., Portland, Ore. 97217 **Order No.** 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Exploratory work to determine exact location of seal at Pier 3 and footing at Pier 4.

1. Maximum equipment rates as per A.G.C. and State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Location by station numbers:

Bridge #2254A Pier 3 Sta. 579+25
Pier 4 581+32

Estimate of quantities and cost:

NOTED
F. B. KLABOE

Labor	$1,000.00
Equipment	2,000.00
Total	$3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
In the construction of the existing bridge the contractor constructed oversized footings and seals for their convenience. These footings and seals are now in the way of the new construction and their location must be determined before construction can proceed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $5,014,170.00

Present estimate of project cost, including $3,000.00 for work under this order $5,014,170.00

Expected under-run / over-run amount . . . . . . $ None

Expected under-run / over-run per cent . . . . . . None

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for
Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ L. H. Young 10-28-68

RECEIVED
SEP 24 1968
FOR FILIN

~~[illegible]~~

Thaddeus Bruno, Member
Portland
I-5-5(40)284
7128

September 24, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 7128
Prefix 603-1099
FAP I-5-5(40)284

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9, covering additional work required to position the seal of pier 2 at the new structure on the Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway in Clackamas County.

This order covers the cost of additional exploratory work to determine the exact size and location of the existing seal at pier 2 of the existing bridge, to block the steel sheets which will be positioned on top of the old seal, and seal the sheets into the old seal to make the joint between the new cofferdam and old seal tight enough to contain the new seal concrete.

The seal at pier 2 of the existing bridge extend beyond the limits shown on the contract plans and conflict with the new seal of the new bridge. The cofferdam has been moved but it is impractical to move it any further. The steel sheets will be driven where possible but where it is impossible to drive the sheets, work will be performed to brace and seal the tips of the sheets.

This work was tentatively recommended for approval by the BPR Area Engineer August 22, 1968.

Your approval as of August 22, 1968 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]:vr

STATE COPY

RECEIVED
SEP 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Contingent [illegible]
project agreement if [illegible]
funds are [illegible]
AUG 15 19[illegible]
G-1-P
Title Dist. Engineer
U.S. Bureau of Public Roads

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Wilsonville Interch.-Hubbard Interch.
Date August 28, 1968
Highway Pacific
Contract No. 7128
County Clackamas
Prefix 603-1099
Contractor Lord Bros. Contrs., Inc. & Lord Bros. Equip. Co.
F. A. Project No. I-5-5(40)284
Address 9233 N. Calvert Ave., Portland, Ore. 97217
Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct, to subgrade elevations, transition lanes from the existing four-lane highway to the six-lane facility being constructed under this contract.

1. Maximum equipment rates as per A.G.C. and State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Location by station numbers:

L^5 and L^6 501+50 - 513+00

Estimate of quantities and cost:

Equipment	$ 2,000
Labor	1,000
Total	$ 3,000

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The connections to be constructed under this extra work order are necessary as a temporary accommodation for southbound traffic and as a permanent measure for the northbound lanes. The connections, as to be constructed, are not indicated on the plans for the project. Although the contract contains an earthwork bid item, "Embankment in Place," these connections are mostly excavation. Payment for the nominal quantity of embankment which is required would not properly compensate for the construction expense.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $5,014,170.00
Present estimate of project cost, including $3,000.00 for work under this order $5,004,020.00
Expected under-run XXXXXXXX amount $10,150.00
Expected under-run XXXXXXXX per cent 0.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~Construction Engineer or~~
for Bridge Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved: /s/ L. H. Young 9-24-68
[illegible]

Form E-205—8M

RECEIVED
SEP 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

APPROVED
Contingent upon [illegible] project agreement if additional funds are required.
Date AUG 2 2 1968 By B. M. Beecher
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Wilsonville Interch. -Hubbard Interch. Sec.	**Date**	August 23, 1968
Highway	Pacific	**Contract No.**	7128
County	Clackamas	**Prefix**	603-1099
Contractor	Lord Bros. Contrs., Inc. & Lord Bros. Equip. Co.	**F. A. Project No.**	I-5-5(40)284
Address	9233 N. Calvert Ave., Portland, Ore. 97217	**Order No.**	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Revise cofferdam at Piers 1 & 2 and remove old sheet piles at Pier 2.

1. Maximum equipment rates as per A. G. C. and State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Location by station numbers: Bridge #2254A

Pier #1 Sta. 574+68

Pier #2 Sta. 576+75

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$1,000
Equipment Rental	800
Materials	200
	$2,000

Telephone approval August 22, 1968

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") In the construction of the existing bridge, the contractor was allowed to pour footings which were oversize and they are now in the way of the new footings, and revisions to the new bridge are required.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 5,014,170.00
Present estimate of project cost, including $ 2,000.00 for work under this order	$ 5,004,020.00
Expected under-run ~~overrun~~ amount	$ 10,150.00
Expected under-run ~~overrun~~ per cent	0.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~Chief Bridge Engineer~~ for Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ L. H. Young 9-24-68
~~[illegible]~~

SP[illegible]

Form E-206—6M

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SEP 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I 5-5(40)2[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon [illegible]
project agreement II [illegible]
AUG 2 G-1P [illegible]
Date 2 1968
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Wilsonville Interch.-Hubbard Interch.	Date	August 23, 1968
Highway	Pacific	Contract No.	7128
County	Clackamas	Prefix	603-1099
Contractor	Lord Bros. Contrs., Inc. & Lord Bros. Equip. Co.	F. A. Project No.	I-5-5(40)284
Address	9233 N. Calvert Ave., Portland, Ore. 97217	Order No.	6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and place Special Backfill Material in sub-excavated areas.

1. Maximum equipment rates as per A. G. C. and State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

NOTE
F. B. [illegible]

Location by station numbers: At locations as shall be determined by the engineer within the project limits of Station 513+00 to 590+00.

Estimate of quantities and cost:

Material	$3,400	+	15%	$3,910.00
Equipment	1,000	+	15%	1,150.00
Labor	600	+	20%	720.00
			Total	$5,780.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Required excavation on the project to subgrade elevations is revealing unsuitable materials which must be sub-excavated. Backfilling of these areas requires material of a better nature than is available within the project limits.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,014,170.00	
Present estimate of project cost, including $5,780.00 for work under this order	$5,004,020.00	
Expected under-run ~~over-run~~ amount	$10,150.00	
Expected under-run ~~over-run~~ per cent	0.2	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood

Approved: /s/ L. H. Young 9-10-68

STATE COPY

Form E-[illegible]

RECEIVED
SEP 1? 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Contingent upon modification of project agreement if additional funds are required.
Date ______ By [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

[illegible]REGON STATE HIGHWAY DEPARTMEN[illegible]

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Wilsonville Interch.-Hubbard Interch. Section	Date	August 23, 1968
Highway	Pacific	Contract No.	7128
County	Clackamas	Prefix	603-1099
Contractor	Lord Bros. Contrs., Inc. & Lord Bros. Equip. Co.	F. A. Project No.	I-5-5(40)284
Address	9233 N. Calvert Ave., Portland, Oregon 97217	Order No.	7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 12" culvert pipe.

1. Maximum equipment rates as per A.G.C. and State agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Location by station numbers:

L_6 554+85

Estimate of quantities and cost:

Material	$125	+	15%	$143.75
Equipment	140	+	15%	161.00
Labor	380	+	20%	456.00
			Total	$760.75

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This pipe is not shown on the project plans. Although the contract contains a bid item for 12" culvert pipe, this pipe must be laid through the L_6 line, while maintaining through traffic. It will take two days to install and installation at the unit price as bid will not result in reasonable compensation for the incurred expense.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,014,170.00
Present estimate of project cost, including $760.75 for work under this order	$5,004,020.00
Expected under-run amount	$10,150.00
Expected under-run per cent	0.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Pear
for Bridge Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved: /s/ L. H. Young

9-12-68

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AUG 14 1968

FOR FILES

~~Thaddeus Bruno, Member~~
Portland

I-5-5(40)284

7128

August 14, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

In response to inquiry from your office on August 13, 1968, concerning the Willamette River Bridge at Wilsonville, Project No. I-5-5(40)284, we are submitting copies of final voucher and project agreement estimate for the original construction of this structure, Project No. DFI-303(8), New No. I-5-5(30)284.

Credit for the deck slab was not given in our current project as requested on the second page of Mr. Williams letter of May 8, 1967, because the original deck slab was constructed with 100% State funds. The only part of the original structure constructed with 1956 Act Interstate Funds is the steel and it is being utilized in the new structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr
cc: F. B. Klaboe
I. D. Merchant
R. N. Chase

RECEIVED
AUG 15 1968
FOR FILING

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-5-5(40)284

Klabor

TO 7-5-28 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 2, 1968

In reply refer to: 08-35.DA/1

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville Interchange-Hubbard Interchange Section
State Force Order No. 5
Total Estimated Amount of the Order: $2,980.00
Federal Participation: $2,682.00

Reference is made to Mr. Young's letter of July 30, 1968 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $2,980.00 with Federal participation of $2,682.00.

Enclosure

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AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Young
w/enc.
8-6-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-186-[illegible]

7

APPROVED
Contingent upon modification of
project a[illegible] additional
funds [illegible]
G-1N (Pending B.P.R. Review)
JUL 29 1968
Date
Glenn L. [illegible]
Engineering Coordinator
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 05

Project Name Wilsonville Intchge.-Hubbard Intchge. Date July 15, 1968

Highway Pacific Contract No. 7128 F. A. Project No. I-5-5(40)284

County Clackamas Prefix 603-1099 Account No. 278-05

Description of Work To Be Done:

Revise traffic lane markers as required by changes in traffic patterns throughout the life of the project. There will be approximately ten (10) changes in traffic pattern. Job changes for striping work to be made at "agreed unit prices".

Location by Station Numbers:

513+00 - 590+00

Estimate of Quantities and Costs:

Item	Unit Price	Est. Quan.	Approx. Amt.
4" Solid Line	$57/mile	10 miles	$ 570.00
3" Solid Line	$47/mile	20 miles	940.00
4" Skip Line	$32/mile	10 miles	320.00
Grinding	$15/hour	20 hours	300.00
Legend	$34/hour	25 hours	850.00
			$2980.00

Explanation:

State has equipment and men trained to do this work and they are available on short notice.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $5,014,170.00
Present estimate of project cost, including
$2,980.00 for work under this order $5,014,170.00
Expected under-run / over-run (amount) . . . . . . $
Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for Bridge Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved: /s/ L. H. Young
Office [illegible]

STATE COPY

Form E-206

RECEIVED
AUG 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(40)
712

[illegible] project [illegible] additional funds are required.
Date AUG 1 C-1-P
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Wilsonville Interch.-Hubbard Interch.
Date August 1, 1968
Highway Pacific
Contract No. 7128
County Clackamas
Prefix 603-1099
Contractor Lord Bros. Contractors Inc. & Lord Bros. Equip. Co.
F. A. Project No. I-5-5(40)284
Address 9233 N. Calvert Ave., P. O. Box 17197
Portland, Oregon 97217
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Revise illuminaire arms on temporary light standards.

1. Maximum Equipment rates as per AGC and State Agreement.

2. Percentage allowed Contractor to be in accordance with executed agreement for this contract.

Location by station numbers:

572 to 583

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor:	$400.00
Eqpt.:	$100.00
Total:	$500.00

(Telephone approval August 1, 1968)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Plan sheet TED 2225, detail 3, shows arms to have an overall dimension of 19'-6" and the designer intended the arms to be 1'-9" and 6" in length. Poles were fabricated and installed as per plan. Revision is required since arm will not withstand wind load.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $5,014,170.00
Present estimate of project cost, including $500.00 for work under this order $5,014,170.00
Expected under-run / over-run amount . . . . . . $ None
Expected under-run / over-run per cent . . . . . . None

Submitted by: /s/ Warren E. Mueller
Warren E. Mueller, Resident Engineer

Approval Recommended: /s/ Alfred A. Bean
Bridge Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved: /s/ L. H. Young

RECEIVED
AUG 1 - 1968

Form FH-121 (4-67)

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-5-5(40)284
1134

Klabe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: July 29, 1968
In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(39)284
Wilsonville Interchange - Hubbard Interchange Section
File 42445 - Johnson

Assistant Right of Way Engineer John R. Oakes' letter of July 25, 1968 submitted a supervisory appraisal review of $59,500 covering the acquisition of nine acres from the above mentioned file.

This information as well as the third appraisal provided by Fee Appraiser Geiser provides sufficient documentation for Federal funds to participate in any settlement that does not substantially exceed the review appraisal of $59,500.

8-1-68

REFERRED TO
Moehring - Young
BY ASST. STATE HWY. ENGR.

NOTE
F. B. KLAB

RECEIVED
JUL 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 6 1968

…ES GOVERNMENT

Memorandum

I-5-5(40)284

7128

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 2, 1968

In reply refer to: 08-35.DA/1

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
F. B. KLABOE

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville Interchange-Hubbard Interchange Section
State Force Order No. 5
Total Estimated Amount of the Order: $2,980.00
Federal Participation: $2,682.00

Reference is made to Mr. Young's letter of July 30, 1968 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $2,980.00 with Federal participation of $2,682.00.

Enclosure

orig to Young
w/enc.
8-6-68

RECEIVED
AUG 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

- 7

project a [illegible] additional
funds a[illegible]
G-1N
(Pending B.P.R. Review)
JUL 29 1968
Date
Engineering Coordinator
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 05

Project Name Wilsonville Intchge.-Hubbard Intchge. Date July 15, 1968

Highway Pacific Contract No. 7128 F. A. Project No. I-5-5(40)284

County Clackamas Prefix 603-1099 Account No. 278-05

Description of Work To Be Done:

Revise traffic lane markers as required by changes in traffic patterns throughout the life of the project. There will be approximately ten (10) changes in traffic pattern. Job changes for striping work to be made at "agreed unit prices".

Location by Station Numbers:

513+00 - 590+00

Estimate of Quantities and Costs:

Item	Unit Price	Est. Quan.	Approx. Amt.
4" Solid Line	$57/mile	10 miles	$ 570.00
3" Solid Line	$47/mile	20 miles	940.00
4" Skip Line	$32/mile	10 miles	320.00
Grinding	$15/hour	20 hours	300.00
Legend	$34/hour	25 hours	850.00
			$2980.00

Explanation:

State has equipment and men trained to do this work and they are available on short notice.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $5,014,170.00

Present estimate of project cost, including $2,980.00 for work under this order $5,014,170.00

Expected under-run / over-run (amount) . . . . . . $

Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Bridge Engineer

Approval Recommended: /s/ Allan Harwood, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

State Printing

FORM E-123

RECEIVED
JUL 26 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-5(40)284
7 1 9

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

JULY 25, 1968

MR. R. E. SIMPSON
DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
477 COTTAGE STREET NE
SALEM, OREGON

SUBJECT: OREGON PROJECT I-5-5(39)284
WILSONVILLE INTERCHANGE -
HUBBARD INTERCHANGE SEC.
FILE 42445 - JOHNSON

ROUTED
F. B. KLABOE

ATTENTION: MR. C. J. MATHIAS

GENTLEMEN:

THE INFORMATION REQUESTED IN YOUR MEMO DATED MAY 17, 1968 REGARDING THE ABOVE-NUMBERED FILE WAS SUBMITTED UNDER SEPARATE COVER. THIS INFORMATION IS ALSO ON THE RIGHT OF WAY FILE.

VERY TRULY YOURS,

G. E. ROHDE
CHIEF COUNSEL

John R. Oakes
JOHN R. OAKES
ASSISTANT RIGHT OF WAY ENGINEER

JRO:CES:JBK

CC: R. L. PORTER
F. B. KLABOE
L. H. YOUNG
C. H. MAISON
G. E. ROHDE
M. R. MITCHELL

RECEIVED
JUL 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2[illegible] 1968
[illegible]

477 Cottage St.NE.- Salem OR 97301

May 17, 1968

08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
C. J. Mathias
for Div. ROW Officer

R. E. Simpson, Division Engineer
Salem, Oregon

Oregon Project I-5-5(39)284
Wilsonville Interchange - Hubbard Interchange Section
File 42445, Johnson

Right of Way Engineer D. H. Moehring's letter of May 16, 1968 transmitted copies of letters from oil company real estate representatives to the property owner indicating an interest in the subject site for a possible service station. You will note that one of these letters indicates that the real estate representative would be interested in proposing a purchase of the site to their Management section. As you are aware, such proposals by real estate representatives do not always reflect the final actions of management. Therefore, we request that you have your Right of Way personnel verify with responsible oil company personnel whether or not they consider the existing site as desirable for service station development. The desirability of the site for service station development should be on the basis of the present interchange and not the proposed interchange. Our Right of Way Officer has discussed this matter with Right of Way Engineer Moehring and it is our understanding that verification will be secured.

At such time as the Right of Way Agent's report is available, we request a copy for our review as a basis for Federal participation in the acquisition costs.

cc:
Region (08-00.32)
OSHD (Moehring)
OSHD (Mitchell)
OSHD (C.Smith)
OSHD (Maison)
L Backlund
Mathias (2)

RECEIVED
AUG 5 1968
OE&S (Edwards)
Region
Wash DC

I-5-5(40)284

BUREAU OF PUBLIC ROADS

PROJECT PHASE INSPECTION REPORT
~~INTERMEDIATE CONSTRUCTION INSPECTION REPORT~~
(PPM 20-6.1)

REGION NO. 8	REPORT NO. [illegible]	COUNTY Clackamas	STATE Oregon
DATE OF INSPECTION 7-[illegible]-68	INSPECTION MADE BY E. W. Pillsbury, Bridge Engr		PROJECT NO. I-5-5(40)284
IN COMPANY WITH Warren Mueller, Res Engr			
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 10 %	WORK COMPLETED 10 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

WILSONVILLE INTERCHANGE - HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing, and Illumination

Phase Inspected: CONCRETE WORK ONLY

1. Wilsonville Interchange Structures

Old bridge rails have been removed and temporary barricades are in place. The SB. structure deck widening has been poured. The N.B. structure widening superstructure forming has been started, the substructure work is complete.

Willamette River Bridge

The north approach fill about 80% complete at the bridge end. The steel piling for Bent 2(SB) have been driven. Preparatory grading of access roads and benches have been completed at all interior bent locations.

2. Wilsonville Interchange

Pouring S.B. superstructure widening.

Willamette River Bridge

Cutting off steel foundation piling to grade and hand shaping bottom of footing excavation.

3. The primary purpose of this phase inspection was to observe concrete work. Generally, the concrete operation was found to be good.

Concrete was being batched about two miles from the project at an automatic, portable plant. Materials were being taken from the nearby river. The batching and inspection was adequate.

The concrete placement was in accord with good practices. The forms and resteel clearances were measured and found to be as shown.

8-12-68 orig to Morgan

(more)

EDITION OF 8-60 MAY BE USED

Some problems developed in maintaining the required air content during the inspection. Earlier the air content had been acceptable, but when the record sample was being taken, the air was found to be down. The probable cause was thought to be insufficient mixing time (the haul was only about five minutes) and this was checked. The trucks stood at the batch plant and mixed for several minutes before going to the site. This time was lengthened and the air content was then found to be acceptable. It was suggested that a Chace Air Meter be secured to obtain more air tests and thereby provide a more thorough control of air content. The other concrete tests were satisfactory and cylinders were taken.

The only work in progress at the river crossing was at Bent 2 SB where the piling were being cut to grade, anchors welded on, and the footing shaped up. The work being done was a little erratic because a tractor was working on the fill just above the footing and rolling rocks were a distinct possibility. This type of conflict between structure and grading work has been typical on this project.

The steel piling at Bent 2 were driven with a new Delmag D-22 hammer without incident. Cutoffs ranged from 0feet to 32 feet. The piling is of foreign origin, but has been checked and found to be satisfactory.

Further foundation work on the river structure is at a standstill. The approach fill must be completed before work can start at Bent 1, and repairs must be completed on the barge crane before the pier 1 cofferdam can be started.

Grading work was being done in several areas - the southbound interchange on-ramp, the paving of the detour area just north of the river bridge and the south end of the southbound interchange off ramp. It is expected that traffic will be shifted to the east side of the roadway at the north end of the river bridge (Stage 1) early next week.

An elaborate set of traffic control devices has been erected, but traffic is still going through the work area at 50-60 mph. and several accidents have occurred. The main line is signed for 50 mph. and inasmuch as this doesn't seem to slow cars to a reasonable speed while work is in progress, thought should be given to posting a lower speed advisory sign during work hours and/or having the State Police enforce the "basic rule" speed limit in the area. When the detours are put into operation, such extra precautions will be even more necessary.

RECEIVED
AUG 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208-5M

RECEIVED
AUG 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Certified [illegible] project [illegible] funds [illegible]
JUN 4 1968
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Wilsonville Intchge. -Hubbard Intchge.

Date July 9, 1968

Highway Pacific

Contract No. 7128

County Clackamas

Prefix 603-1099

Contractor Lord Bros. Contractors Inc. & Lord Bros. Equip. Co.

F. A. Project No. I-5-5(40)284

Address 9233 N. Calvert Ave., P.O. Box 17197, Portland 97217

Order No. 2 Supplementary #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Haul and place material for pipe bedding and backfill.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Labor	$ 720
Equipment rental	1,120
	$1,840
Orign. Authorization	$1,500
	$3,340

Total Supplemental Order $1,840

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work is now completed and exceeded original estimate.

Suitable bedding and backfill to be used when excavated material is unsuitable for backfill. Excavated material consists mostly of large boulders. Suitable backfill material available in state-owned borrow pit at Wilsonville. Work to be done not covered in contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $5,014,170.00

Present estimate of project cost, including $1,840.00 for work under this order $5,014,170.00

Expected under-run / over-run amount $0

Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem office

Submitted by: /s/ Warren E. Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~Construction Engineer~~ for Bridge Engineer

Approval Recommended: /s/ Allan C. Harwood
Division Engineer

Approved: /s/ L. H. Young ✓ 8-6-68
Deputy [illegible]

RECEIVED
JUL 17 1968

FORM E-30 (12-67)

FOR FILE
I-5-5(49)5-4
7128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 2, 1968

SUBJECT: Wilsonville Interchange
Bridge Deck Overlay
Specification AASHO-M200

To: I. D. Merchant
Bridge Division
Office

REF: Attached Memo

I have reviewed the activities of AASHO Materials Sub Committee IV-7 and find that M-200 is being completely revised with each of the three types being considered seperately. Specifications for Type C, "Coal-Tar Epoxy Protective Coating", has been completed and will be voted upon at the Materials meeting August 19-22. A copy of the proposed revision is attached.

Refering to Table 3 of both the 1965 version and the revised, it is noted that the Bond Strength is lowered from 250 p.s.i. between concrete surfaces to 90 p.s.i. between steel and concrete. It is assumed that this change will satisfy the criticism of Mr. Astrup and Dalbey indicated in referenced memo.

Telephone conversation with J. L. Beaton, Engineer of Materials, California, who is Chairman of AASHO Sub Committee IV-7, reveals that California is presently using the Revised M-200, and that in his opinion epoxy meeting the revised specification is satisfactory.

It is recommended that Special Provision requirements, refering to M-200, 1965, be revoked and that application of the proposed "Interim Specification and Recommended Practice For Coal-Tar Epoxy Protective Coating" be authorized where applicable.

D A White
D. A. WHITE
Engineer of Materials & Research

cc: A. Rear
L. Wallace
L. Shaw

RECEIVED
JUL 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

June 25, 1968

Mr. Paul S. Otis
Vice Chairman
AASHO Material Sub Committee IV-7
Dept. of Public Works and Highways
Concord, New Hampshire 03302

Dear Mr. Otis:

I have examined the proposed specification for Coal-Tar Epoxy Protective Coating and am in agreement for its adoption. I am particularly in agreement with the certification requirement of producing actual test results rather than the worthless certification of compliance.

There is some article numbering on page 5 to which I draw your attention. It appears to me that 4.1.11.1 should be 4.1.10.1 since it is a sub of article 4.1.10. If the change is made, of course 4.1.12 and 4.1.13 should be renumbered 4.1.11 and 4.1.12 respectively. Also, I can not locate the reference 4.5.11. presently under 4.1.11.1.

Very truly yours,

O. A. WHITE
Engineer of Materials & Research

OAW:zf

Form E-306—AM

I-5-5(40)284
7128

C

APPROVED
Contingent upon [illegible]
project [illegible]
funds [illegible]
Date JUN 2 [illegible] G L Brooks
Div. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Wilsonville Interchange - Hubbard Interchange **Date** June 4 1968
Highway Pacific **Contract No.** 7128
County Clackamas **Prefix** 603-1099
Contractor Lord Bros. Contractor Inc. & Lord Bors.Equip.Co. **F. A. Project No.** I-5-5(40)284
Address 9233 N. Calvert Ave.,P.O.Box 17197,Ptld. 97217 **Order No.** 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Haul and place material for pipe bedding and backfill.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Labor	$ 500
Equipment rental	1,000
	$1,500

1. Maximum equipment rates as per AGC and State Agreement.
2. Percentage allowed contractor to be in accordance with executed agreement for this contract.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Suitable bedding and backfill to be used when excavated material is unsuitable for backfill. Excavated material consists mostly of large boulders. Suitable backfill material available in State owned borrow pit at Wilsonville. Work to be done not covered in contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,014,170.00	
Present estimate of project cost, including $1,500 for work under this order	$5,014,170.00	
Expected under-run over-run amount	$ 0	
Expected under-run over-run per cent	0	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren Mueller
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
asst. ~~Construction Engineer or~~ Bridge Engineer
6-25-68

Approval Recommended: /s/ Allan [illegible]

[illegible] /s/ [illegible]

JUN 3 - 1968

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (o-4)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
31 May 1968
Serial 647

Lord Bros. Contractors, Inc.
9233 N. Calvert Avenue
Portland, Oregon 97217

Re: Contract you hold for rebuilding the Wilsonville
Bridge over the Willamette River

Gentlemen:

The plans which you submitted with your letter of 22 May 1968, concerning the work you will do on the Wilsonville Bridge, are herewith approved.

It is noted that you will be working on one side of the channel at a time only, and you will have the three barges and the falsework will be confined to this one side at a time. You will maintain a minimum dimension of 167 feet clear clearance between the bridge pier on one side and your floating work on the other. The bridge piers shall be marked with fixed red lights as shown on the drawing, and further, your barges and piling shall also be marked with fixed red lights on the corners thereof, as indicated on the drawing.

Please notify this office by letter as your work progresses so that we may issue the necessary Notice to Mariners concerning the activity that you are doing in the river. I note from your letter that you will be starting to work 15 June 1968. Please keep us informed as the work progresses, when the anchor pilings have been driven and the barges are actually in place.

Thank you for your timely notice of this project.

Sincerely,

VICTOR KOLL
Commander, U.S.Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Copy to:
Mr. Tom Edwards, Asst. State Hwy.Engineer, ✓ NOTED TOM EDWARDS
Oregon State Highway Department

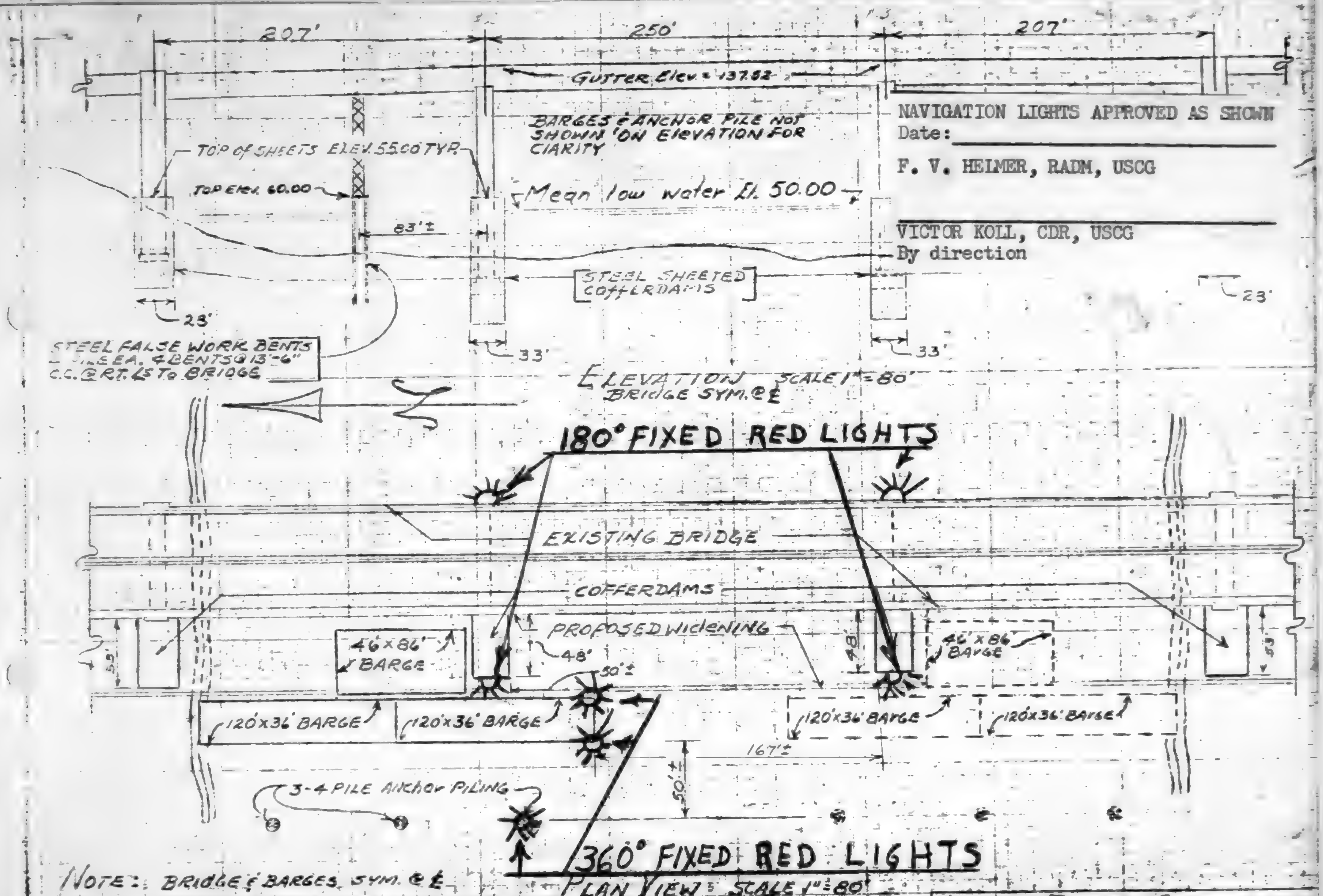
RECEIVED
JUN 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Mencham
6-4-68

NAVIGATION LIGHTS APPROVED AS SHOWN
Date:

F. V. HEIMER, RADM, USCG

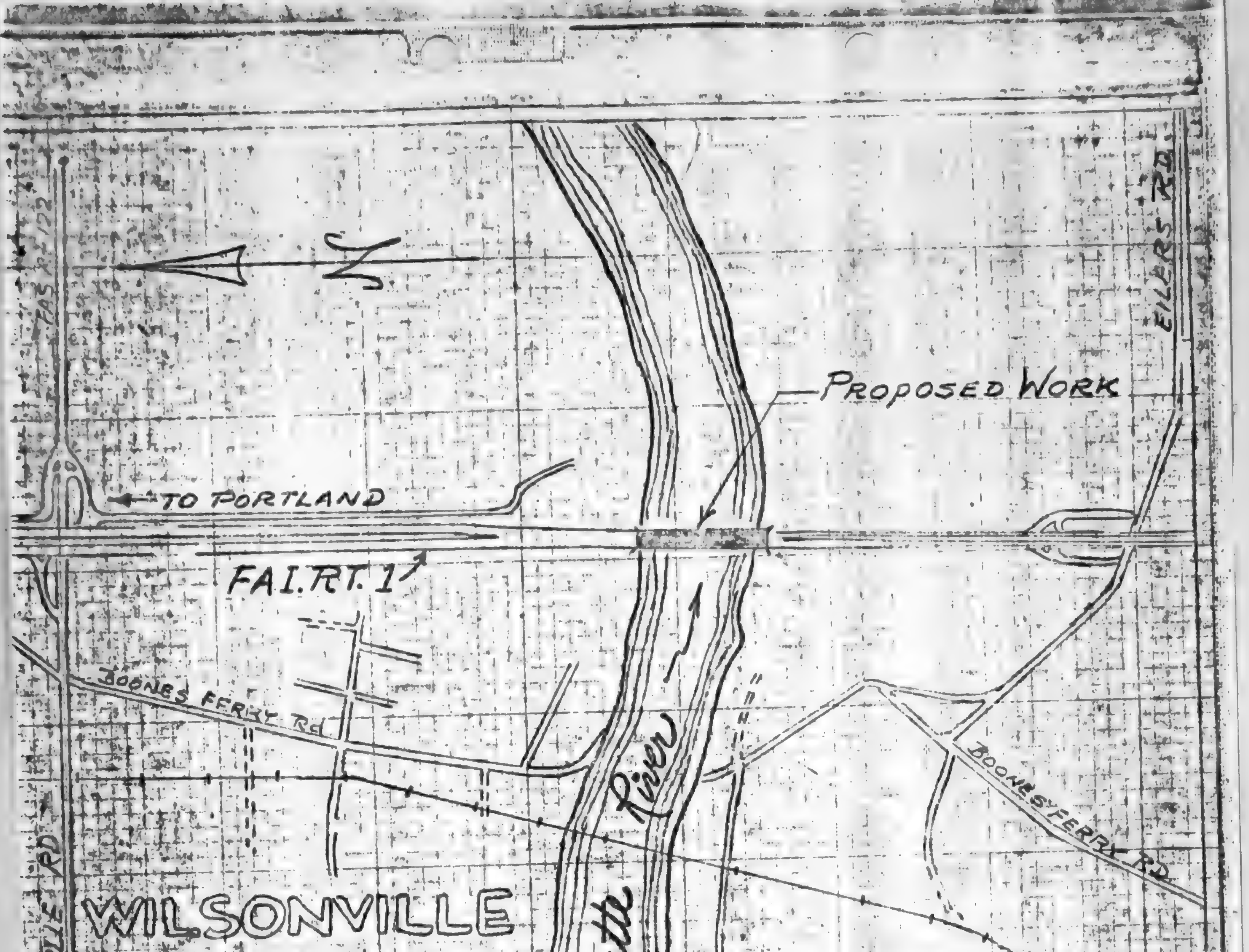
VICTOR KOLL, CDR, USCG
By direction



NOTE: BRIDGE & BARGES SYM. @ ℄
STAGE I BARGE WORK ON NORTH SIDE OF RIVER (HEAVY LINES)
FOR STAGE II BARGES (DASHED LINES) WILL BE MOVED TO SOUTH SIDE OF RIVER.
BARGES WILL BE ADEQUATELY LIGHTED
STEEL FALSEWORK BENTS SHOWN IN ELEVATION; NOT SHOWN IN PLAN

LORD BROS CONTRACTOR
9233 N. CALVERT AV.
PORTLAND, OREGON

PROPOSED STEEL SHEET
COFFERDAM WORK


FAS RT 122
N
EILERS RD
PROPOSED WORK
TO PORTLAND
FAI.RT. 1
BOONES FERRY Rd
BOONES FERRY RD.
WILSONVILLE RD
WILSONVILLE
Willamette River
2000
4000 FT.
SCALE
Sketch Map
LORD BROS. CONTRACTORS
9233 N. CALVERT AV.
PORTLAND OREGON.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HEPPNER
FLOYD QUERY, SECRETARY
SALEM

MAY 20 1968
FOR FILING

I-5-5(46) 334

-1134

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 20, 1968

Lord Bros. Contractors, Inc., and
Lord Bros. Equipment Co.
9233 N. Calvert Street
Portland, Oregon 97217

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7128 for grading, paving, structures, signing and illumination on the Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

MAY 22 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

Moehring

I-5-5(40)284

1128

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St.NE.- Salem OR 97301

DATE: May 17, 1968

In reply refer to: 08-35.7

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM for L. J. Mathis
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(39)284
Wilsonville Interchange - Hubbard Interchange Section
File 42445, Johnson

Right of Way Engineer D. H. Moehring's letter of May 16, 1968 transmitted copies of letters from oil company real estate representatives to the property owner indicating an interest in the subject site for a possible service station. You will note that one of these letters indicates that the real estate representative would be interested in proposing a purchase of the site to their management section. As you are aware, such proposals by real estate representatives do not always reflect the final actions of management. Therefore, we request that you have your Right of Way personnel verify with responsible oil company personnel whether or not they consider the existing site as desirable for service station development. The desirability of the site for service station development should be on the basis of the present interchange and not the proposed interchange. Our Right of Way Officer has discussed this matter with Right of Way Engineer Moehring and it is our understanding that verification will be secured.

At such time as the Right of Way Agent's report is available, we request a copy for our review as a basis for Federal participation in the acquisition costs.

orig to Moehring
copy to Young
5-22-68

NOTED
F. B. KLABOE

RECEIVED
MAY 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH W. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 17 1968
FOR

I-5-5(40)284

RECEIVED
MAY 17 1968 7174
FOR

May 16, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Re: File 42445 - Johnson
Wilsonville Interchange-
Hubbard Interchange Section
Oregon Project I-5-5(39)284

Attention Mr. C. J. Mathias

Dear Mr. Mathias:

Reference is made to your memo dated May 14, 1968, concerning the above-numbered file.

The answers to your questions are contained in copies of letters from the Departments central files. Copies are attached hereto.

Very truly yours,

G. E. Rohde
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:CES:kf

Attachments

cc R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
H. R. Mitchell

R. L. PORTER

RECEIVED
MAY 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1968
FOR FILING

UNITED STATES GOVERNMENT
Memorandum

I-5-5(40)284
7128

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: May 15, 1968
In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

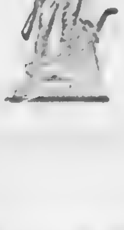
SUBJECT: Oregon Project I-5-5(40)284
Wilsonville Interchange - Hubbard Interchange Section
Grading, Paving, Structure, Signing, and Illumination

As requested in Mr. Young's letter of May 10, 1968 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of May 9, 1968 in the award of Contract No. 7128 for this project to Lord Brothers Contractors, Inc., and Lord Brothers Equipment Company of Portland, Oregon, low bidder in the amount of $4,448,040 at the April 25, 1968 bid opening.

NOTED
F. B. KLABOE

5-17-68
REFERRED TO
Young
By ... State Hwy. Engr

RECEIVED
MAY 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER



RECEIVED
MAY 20 1968

UNITED STATES GOVERNMENT

Memorandum

I-5-5(40)284

7 62.9

Mathiring

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: May 14, 1968

In reply refer to: 08-35.7

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: for R. E. Simpson, Division Engineer
Salem, Oregon

C J Mathias

SUBJECT: Oregon Project I-5-5(39)284
Wilsonville Interchange - Hubbard Interchange Section
File 42445, Johnson

A review of the appraisals covering the acquisition of the Johnson property, which is a 9-acre parcel, indicates that the State has secured three appraisals and issued a review appraisal for $59,500. The appraisals range from a low of $40,000 to a high of $59,500. A reading of the appraisal background indicates that the difference in the appraisals is due to the appraisers differences of opinion as to whether or the not the property has good present potential for development of a service station. Up to the present time there has been no commercial development at this interchange. The negotiation record indicates that the property owners had shown the right of way agent letters indicating oil company interests in the property.

Due to the wide difference in the appraisals and the lack of present development at this interchange we request that your right of way section attempt to verify with responsible oil company personnel whether or not they consider the site as desirable for early development. The desirability of the site for oil station development should be on the basis of the present interchange and not the proposed interchange. At such time as the report is secured we request a copy for our review as a basis for Federal participation in the acquisition costs.

Orig to Mathiring
5-16-68
copy to Young
5-17-68

NOTED
F. B. KLABOE

RECEIVED
MAY 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 21 1968
FOR FILING

I-5-5(40)284

7128

May 10, 1968

Bids rec'd
Apr 26

Lord Bros. Contractors, Inc., and
Lord Bros. Equipment Co.
9233 N. Calvert Street
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on May 2, 1968, accepted your proposal for grading, paving, structures, signing and illumination on the Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway in Clackamas County for the sum of $4,448,040 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired, utility crossing permits have been issued and approval of the Bureau of Public Roads is received.

Those conditions were fulfilled and the State Highway Engineer on May 9, 1968, awarded you the project, which has been assigned Contract No. 7128. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The overall completion date on this contract is July 31, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. W. Rulien
Warren Mueller
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
MAY 13 1968
FOR FILING

I-5-5(40)284

7128

May 10, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of May 9, 1968 is requested in the award of contract for the Wilsonville Interchange-Hubbard Interchange Section, Project No. I-5-5(40)284.

The contractor receiving the award is Lord Bros. Contractors, Inc., and Lord Bros. Equipment Company, in the amount of $4,448,040.00 with the Contract No. 7128 assigned. This bid was received on April 25, 1968 and awarded May 9, 1968.

All rights of way or rights of entry have been acquired.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

See attached letter for utility crossing permit numbers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

Attach.

RECEIVED
MAY 13 1968

FOR FILING

I-5-5(40)-284

7128

May 10, 1968

Mr. R. K. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
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Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

Attach.

STATE COPY

Form A-106—8M 5

STATE FORCES NOT INVOLVED

I-5-5(40)[illegible]

Contingent [illegible] project [illegible] funds [illegible]
MAY 14 1968 Date ______ [illegible] Dist. Engineer
[illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Wilsonville Intch.-Hubbard Intch. Date May 7, 1968

Highway Pacific I-5 Contract No. 7128 F. A. Project No. I-5-5(40)284

County Clackamas Prefix 603-1099 Account No. 285-01

Description of Work To Be Done:

Move service to Hubbard Interchange Illumination from P.G.E. pole 180 feet right of L5, Sta. 614+20, to P.G.E. pole 160 feet left of L6, Sta. 612+80.

Location by Station Numbers:

612+80 to 614+20

Estimate of Quantities and Costs:

Material	$ 50.00
Equip. Rental	150.00
Labor	250.00
Total	$450.00

NOTED
F. B. KLABOE

Explanation:

P.G.E. pole line is in borrow area and must be moved; therefore, we are required to move our service to another existing P.G.E. pole line.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $5,014,170.00

Present estimate of project cost, including $ 450.00 for work under this order $5,014,170.00

Expected under-run / over-run (amount) $

Expected under-run / over-run (per cent)

Space to right of this line is for use of Salem Office

Submitted by: /s/ Warren E. Mueller
Warren E. Mueller, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~XXXXXXXXXXXXXX~~ for Bridge Engineer

Approval Recommended: /s/ Allan Harwood
Division Engineer

Approved: /s/ L. H. Young
~~XXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXXXX~~ Office Engineer

Young 5-27-68

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

MAY 2 - 1968

I-5-5(40) 284

7128

May 2, 1968

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. E. Robertson

Re: Removal of Power Lines
Wilsonville Intch.-Hubbard Intch. Sec.
Pacific Highway - I-5
Clackamas County
Project No. I-5-5 (40) 284

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 23, 1968, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work as of April 26, 1968.

Reimbursement for the work performed on and subsequent to April 26, 1968 in the amount of $29.76, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: C. J. Ireian - PGE
F. B. Klaboe
R. E. Simpson
L. H. Young (2) (w/attachs.)
C. H. Maison "
L. W. Rulien (2) (w/attachs.)
L. A. Johnston "
F. T. Lacey "
R. H. Rumbolz "

Note to Div. Engr. L. W. Rulien:
Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

MAY - 2 1968
OFFICE O
STATE HIGHWAY E

RECEIVED
MAY 10 1968
FOR FILING

I-5 [illegible]

7138

May 2, 1968 (mailed 5-10-68)

fs

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

6497

Re: Loading history of
highway bridges -
a program to gather
field data.

Dear Sir:

Please refer to your memorandum 08-35.6, dated April 4 regarding the above subject.

As mentioned in your memorandum, we are of the opinion that a logical structure to use in gathering field data for this loading history of highway bridges is the Willamette River (Wilsonville) Bridge located at M.P. 18.31 on Interstate Highway I-5. This existing bridge is a four-lane structure 1116' long, composed of 68', 84', 68' reinforced concrete deck girder spans; 200', 230', 200' structural steel girder spans; and 68', 84', 68' reinforced concrete deck girder spans.

Instrumentation of the three steel spans in this structure would be particularly informative due to the fact that on April 23 we accepted bids to widen this crossing. This will require removing the deck, installing shear studs to the stringers, and replacing the deck with a thicker slab, making the whole deck and girder system more rigid; this structure having been designed during the period when the thickness of deck was determined by using the H15 live loading and a meager amount of reinforcing steel for longitudinal distribution. Tests on this structure will give some interesting results when compared with the same structure with a deck designed for H20 live loading and composite to the stringers.

As you suggested in your memorandum, similar data should be obtained from the new portion of the structure, which will be of a design different from the girder, floor frame and stringer type of the original structure; the new structure being composed of a series of multiple girders without stringers or floor beams. The two structures will be independent of each other so that independent data may be obtained at the same time. It is our belief that valuable information may be obtained regarding the loading history of bridges at this one location.

The pattern of stress analysis being first, reaction of traffic over a steel structure designed in 1962, second, reaction of traffic over a new steel structure of the same span lengths, except of the multiple girder type; and third, reaction of traffic over this same steel structure, whose deck has been thickened and made composite to the stringer. These structures being in the one location will receive the same traffic pattern; thus, the variations in stress patterns will depend somewhat on the variation in the design of the structure.

This structure is located less than 10 miles from a weighing station and traffic counts are available which have been taken for several years.

In order that this work may progress satisfactorily, we will require guidance and assistance with the instrumentation and the data reduction process. In order that we may gather as much information desired from the first step, i.e. stresses on the present structure, work on this research project should be started immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
T. C. Roske
Ivan Merchant
L. H. Young

TCR:jr jes

Form FM-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 4, 1968

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

EDWARDS

SUBJECT: Loading History of Highway Bridges - A Program to Gather Field Data

Attached are two copies of Circular Memorandum dated March 1, 1968 on the above subject.

The memorandum and attachments thereto outline a program for measuring stresses in certain existing structures and make a strong recommendation that the States participate in this program. Mr. Tokerud has discussed this program briefly with Mr. Edwards and members of your Bridge Department. Mr. Edwards proposed that such an installation might be appropriate for the Wilsonville Bridge on I-5. In fact, with the proposed widening and reconstruction of this bridge, it was agreed that a more comprehensive program than that outlined in the subject Circular Memorandum could very well be justified for this structure.

Under the forthcoming contract work on the Willamette River Bridge at Wilsonville (Project I-5-5(40)284), the present distressed deck slab will be replaced with a heavier slab and shear studs will be installed on the existing stringers to obtain composite action with the slab and thus increase the stiffness of the floor system. A before-and-after installation of instrumentation on the stringers and girders should provide some interesting and worthwhile information. The initial installation on the present structure prior to reconstruction should furnish information desired under the subject Circular Memorandum. In addition to the before-and-after installation on the existing structure, instruments could also be installed on the new multiple girder portion of the bridge reconstruction to obtain further comparative information.

In view of this apparent excellent opportunity to gather field data on various structure types, you are urged to take advantage of this opportunity. As noted in the Circular Memorandum, our Washington office will provide guidance and assistance with instrumentation and the data reduction process.

Enclosure
CM, 3-1-68, 2 cys

copy [illegible] (w copy of CM)
[illegible]

[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

March 1, 1968

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators and Division Engineers

FROM: Carl F. Izzard, Acting Director Carl F. Izzard
45-31.2 Office of Research and Development

SUBJECT: Loading History of Highway Bridges—A Program to Gather Field Data

The life expectancy of our highway bridges continues to be of great concern to bridge engineers everywhere. Bridges are being subjected to an ever-increasing number of heavy trucks, whose allowable axle and gross weights are periodically being increased. It would be of great value to be able to assess the effect of these increased loads and frequencies on the life expectancy of the bridges. However, before any such estimate can be made, the stresses produced by present-day traffic on our highway bridges must be determined by actual measurements in the field.

Isolated bridge tests have been conducted for a number of years, but only recently has strain monitoring instrumentation been developed to the point where comprehensive gathering of strain history data on highway bridges has become manageable as regards data reduction. It is therefore timely to initiate such an effort.

Enclosed are two documents, giving the background of the problem and outlining a work plan for a typical bridge test. Briefly, the entire program is to operate as follows:

Regional and division bridge engineers are to acquaint their counterparts in the States with the problem and are to encourage initiation of field tests. This work is an eligible item for the HP&R program and is to be coordinated by the Structures and Applied Mechanics Division, Office of Research and Development.

As the enclosures spell out in detail, in addition to providing guidance and coordination, the Structures and Applied Mechanics Division is also offering help in part of the data reduction process.

- more -

It is hoped that a number of field tests can be started this summer. Every effort should be made to promote the program. It may be of value to hold regional workshops or conferences explaining the nature of the effort. The Office of Research and Development will be glad to participate in such conferences.

Enclosures

Special distribution:
3 copies to each regional and division office
and State highway department w/enclosures

CM 3-1-68

Loading History of Highway Bridges
Work Plan and Supporting Information to Gather Field Data

Selection of Bridge

The initial effort of gathering strain history data on highway bridges should be concentrated on slab and stringer bridges with steel beams, preferably with some stress raisers such as welded, partial length cover plates. The selected structure should be subjected to a large volume of heavy truck traffic, and be located near a permanent weighing station. If no such station is available, provision must be made for the weighing of trucks, but this operation should not interfere with the normal traffic pattern and thus possibly bias the strain readings on the bridge.

Traffic counts from past years with a detailed breakdown of truck type distribution will also be very helpful.

Personnel

The conduct of the field test can be accomplished with a minimum of three persons. One of them, the project leader, should be a structural engineer; the others can be technicians. During part of the investigation, other workers may be used to advantage, such as to count, classify and weigh trucks, or help to reduce the data.

The project leader and technicians should be familiar with strain gaging techniques and the operation of the amplifying and recording equipment.

Instrumentation

The optimum instrumentation system is one which takes the fullest advantage of the modern automatic data gathering, processing and displaying equipment and leaves the least manual work. Such instrumentation is available in the larger universities and private testing organizations and consists of strain gages and thermocouples or thermistors, amplifiers,FM tape recorders, analog to digital converters, digital computers with large storage capacities and data plotting devices. Wherever such equipment is available, it should be used. However, a successful field study to gather strain history data can be conducted without the use of tape recorders and digitizing equipment, using instead conventional oscillographs for recording data and some type of semiautomatic chart reader for data reduction. For a detailed reference on such instrumentation, the Civil Engineering Department of the University of Maryland, and the Research Laboratory Division of the Michigan Department of State Highways should be consulted. Both organizations have recently conducted strain history field tests and used the above described instrumentation scheme. In the final processing and display of data, both agencies made use of electronic digital computers. Such computers should by now be in use by all highway departments.

- more -

One other alternate method of circumventing possibly laborious data reduction is to purchase amplifiers and an FM magnetic tape recorder, record the strains, and then send the tape for reduction to the Structures and Applied Mechanics Division of the Bureau of Public Roads. There the tape would be processed through the SDS Data Acquisition System, digitized, and the results in the form of stress range tabulations returned to the investigators for incorporation in a report.

In order for the latter method to succeed, the tape recorder must be electronically compatible with the Bureau's data acquisition system. To be compatible the recorder should conform to the following general specifications: (1) The tape transport must meet IRIG standards; (2) It should be a seven channel, adjustable head FM unit with extended carrier frequencies (24 KC for 15 IPS); and (3) The tape should be one-half inch, mounted on ten one-half inch NAB prevision reels.

It is urged that before any researchers invest in a tape recorder with the intent of having the data reduced by Public Roads, they should definitely contact the Structures and Applied Mechanics Division.

The number of channels of instrumentation necessary in any one bridge test would vary depending on the amount of information desired. In the simplest approach where it is desired to monitor strains due to traffic only, as few as two strain gages may suffice, provided they are placed in the maximum strain locations. Some preliminary experimentation may be necessary before such points are identified.

In more comprehensive tests where it is desired to isolate environmental strains from live load strains, several channels of temperature recording must be added to the system. However, it is urged that the guiding principle should be simplicity with only enough replication to insure reliable data.

It will be necessary to keep track of the truck traffic going over the bridge during a sampling period. The simplest way of doing this is to have an observer note the number and kinds of vehicles crossing the structure. A selected number of the trucks should be weighed. If no built-in scales are available nearby, weighing will have to be done by a weighing crew using portable scales.

For the measurement of temperatures, the use of thermocouples or thermistors is suggested, since both these transducers work on the principle of relating a change in electrical property to a temperature change.

- more -

Sampling

The number of strain events to be recorded depends on the volume of truck traffic crossing the bridge and on the variation in loadings between trucks. As an approximate guide, from the studies recently completed in Michigan on eight bridges, to record from 1,000 to 3,000 strain events, four to sixteen six-hour sampling periods were used. The higher sampling periods did not necessarily correspond to the higher number of strain events.

As a further example, in a test near Dumfries, Virginia, over 9,000 strain events were automatically recorded in one continuous weekend operation. These 9,000 eventswere produced by approximately 4,000 trucks.

In any case, the sampling should truthfully represent the strains caused by heavy vehicles crossing the bridge in a year. If seasonal variations in traffic are present, they should also be accounted for.

It will be necessary to record axle weights and spacings if some attempt is to be made in relating truck weights to stresses produced on a bridge.

The temperature measurements probably need to be made only once every hour, since they are relatively slowly varying-phenomena.

Data Reduction

It has been found in previous field tests as well as in laboratory structural fatigue tests, that the one factor having the greatest influence on the life expectancy of the member under test is the range of stress to which it is being subjected, provided there is no reversal of stress involved in the loading. It is, therefore, important that the stress ranges produced by each heavy vehicle be obtained from the recorded data. A stress range in this context is defined as the difference between the highest and lowest stress produced by any one vehicle. Since it is well known that a single vehicle can produce some sizable oscillations of the structure in addition to its initial motion as it crosses the bridge, it would also be of value to record and reduce these secondary stress ranges. Where to cut off the measurements is an arbitrary matter and would depend on the relative magnitude of the oscillations.

Actually, the live load strains are always superimposed on the dead load strains in a structure, but the latter can be calculated, and a fairly complete loading picture can be obtained if the measured stress ranges are combined with the calculated dead load stresses.

- more -

To obtain a quantitative picture of the frequency of occurrence of certain stress ranges, the reduced data should be presented in the form of stress histograms. That is, the percent of total events should be compared with stress ranges.

In the above discussion, it is assumed that errors due to drifting of instrumentation and temperature differences have been isolated and eliminated.

The relationship between measured strains on the bridge and truck weights and axle configurations is not a simple one. Generally, it is true that heavier trucks produce larger strains, but to take, for instance, the weights and axle configurations for 100 trucks and to analytically predict the resultant stress range histogram is beset with far too many variables to succeed. Therefore, it is deemed advisable to monitor a sample of truck counts, weights, and types during the sampling of strains and to plot a gross weight vs. frequency distribution diagram, so as to arrive at some empirical means of relating truck counts to measured strains.

It is envisioned that in the future, having comprehensive truck type, weight distribution, and frequency data, one will be able to predict the stresses produced on any bridge and retain a stress monitoring program only for checking and updating purposes.

CM 3-1-68

LOADING HISTORY OF HIGHWAY BRIDGES:
PROGRAM TO GATHER FIELD DATA

BY

STRUCTURES AND APPLIED MECHANICS DIVISION
OFFICE OF RESEARCH AND DEVELOPMENT

JANUARY 1968

CM 3-1-68

LOADING HISTORY OF HIGHWAY BRIDGES:

PROGRAM TO GATHER FIELD DATA

Background

Goal 6 of the National Program for Research and Development in Highway Transportation is:

"Development of Techniques for More Precise Structural Design and Incorporation of New Materials and Structural Concepts."

That such major emphasis should be placed on the refinement of design techniques and concepts dealing with transportation structures indicates that there is much room for improvement in our present methods. Much of the presently justified conservative approach to the design of bridges and pavements arises from ignorance of the precise nature of the loading to which these structures will be subjected in their lifetime, and what the behavior of the materials will be under such loadings. Though behavior of conventional construction materials under controlled static loadings in the laboratory is well understood and can be predicted, the effect of complicated dynamic and repetitive loadings is not well known.

Variety in Bridge Loadings

The most complicated and least predictable loading conditions occur on highway bridges. The great variety of forces acting on them ranges from their own constant dead load, through slowly varying forces from material creep and from temperature differentials, to an almost infinite variety of live loadings by moving vehicles. These vehicles may be heavily loaded trucks with a variety of axle spacings, tire configurations, and suspension types; or they may be swiftly traveling passenger cars; or double-decker buses fully loaded; or concrete mixer trucks with very heavy loads on a short wheelbase. In fact, these moving vehicles can be anything imaginable within the restrictions of the law, and occasionally they are outside the law.

Bridge Loading and Bridge Design

It would therefore be impossible to base bridge designs on any precise knowledge of future loads. It follows naturally that present design methods are approximations. Most bridges presently are designed to carry a static load produced by a design truck, with certain empirical allowances for increased stresses due to dynamic loads.

Importance of Obtaining Loading History

Present design methods provide only in a rather crude fashion for damaging effects caused by repetition of loads. Yet such loads are becoming of increasingly greater concern to bridge engineers, since both the frequency and size of the repeating loads are increasing. It is therefore very important to try to measure actual highway bridge loadings over time and thus obtain a "loading history," so as to answer the question "What are the stresses produced by traffic?"

This document outlines a method of attack on the problem.

The immediately obvious second question is to determine what affect these stresses have on the life expectancy of the bridges. Although this question justifies more research, it will not be treated in this document. Of primary concern here is the formulation of a plan for gathering of load history data on highway bridges, and speedy implementation of that plan into a workable, fruitful research program.

Problems of Monitoring Bridge Loading

In monitoring bridge loadings, a great mass of data is necessary because of the statistical nature of the problem.

To lead to meaningful results, enough information must be gathered on various types of bridges in representative parts of the country so as to ensure that the loading histories will truly represent what really takes place. To gather such a great deal of data requires relatively simple instrumentation which can gather data at a bridge for days or weeks at a time, and from which it is easy to extract the desired information in a short time, preferably automatically. Earlier attempts at monitoring the stresses caused by the traffic across a bridge were cumbersome and time-consuming because data reduction was so laborious.

New Instrumentation for Bridge Monitoring

Since the Bureau of Public Roads, has been active in field testing of highway bridges since 1953 it is well aware of the problems involved in data reduction and has shared in the concern for the need of better instrumentation. With these problems in mind, the Structures and Applied Mechanics Division of the Office of Research and Development assembled a set of specifications, called for proposals, and subsequently entered into a contract to develop an instrumentation system which would "monitor, digitize, and record physical phenomena of highway bridges in service." The contract was awarded in the summer of 1965 to Scientific Data Systems Corporation, Santa Monica, California. The system was delivered to Public Roads in May of 1966. Since then it has gone through an extensive acceptance test and has been used in a pilot study on a bridge near Dumfries, Virginia.

As this equipment is described, one will no doubt conclude that relative simplicity has not been achieved. The omission is deliberate in this, the first step of instrumentation development. In essence, it has been decided to get a completely adequate system, and then to simplify it as insights develop as to what information and secondary effects can be neglected.

Description of the System

The instrumentation is housed in a mobile, controlled environment test trailer. Fifteen channels are available for data acquisitions: Ten primary channels, mostly for strain measurements, and five secondary channels which can be used to gather auxiliary information, such as temperatures. Central to the operation and control of the whole system is a small digital computer. Other necessary components of the instrumentation are the power supplies, Wheatstone bridge completion modules, amplifiers, an analog-to-digital converter, and an on-line teletype with paper tape read and punch units.

Since the system is capable of very rapid sampling--200 times per second per channel--no essential information is lost. The data come from strain gages or thermocouples in the form of analog voltages, which are amplified, digitized, stored, and printed or punched out in accordance with programmed instructions. A calibration procedure establishes the relationship between voltages and strains.

What the System Should Measure

Exactly what needs to be measured as each heavy vehicle passes over a bridge is open to some speculation, since it is not known how the fatigue life of various materials is affected by irregular, nonuniform loadings like those produced by these heavy vehicles. Does each tiny vibration shorten the life expectancy of the structure, or do only larger vibrations have such an effect? And what is the effect of the more slowly varying stresses caused by temperature differentials between two points on the bridge, especially when combined with the live load vibrations?

Though many questions about what should be measured are yet unanswered, some guidance is available from laboratory structural fatigue tests as well as from the results of the AASHO Road Test. These results indicate that of major importance for the fatigue life of a member is the range of stress to which it is being subjected, and that if no stress reversal is involved, the maximum stress does not have as great an influence as the range of stress.

Program for Data Collection and Processing

On the basis of some of these findings, and within certain memory limitations of the digital processor, an initial program, described below, was developed for the gathering of strain history data.

Each of the 10 primary channels is divided into 10 levels. The levels are selected by the operator and represent strain levels. One of them must be designated a zero reference level. For example, as a vehicle enters a simple span bridge, the strain at a midspan gage begins to increase. The program interrogates the signal and seeks a peak, and notes in which level the peak occurs. It next seeks a valley, which must be below the initial rest level. When such a valley is found, it is noted and stored along with the location of the related peak. The procedure is repeated for each peak above the zero reference line and valley below the reference line. However, to avoid a mass of small vibrations from automobiles, a "damping" device has been incorporated into the program.

The printout consists then of the matrix of peaks and associated valleys which can be readily converted to strain (or stress) ranges. It is to be noted that all stress ranges are recorded (as long as the peak occurs above the reference line and the valley below the line), whether caused by one vehicle with subsequent free vibrations of the structure, or by passage of many vehicles.

Additional features of the program include separation of environmental effects from live load strains, and provision for periodic automatic rezeroing. The equipment along with the program has been field tested in a pilot study and found to be fully operational.

Future Developments

To implement speedily a large-scale program of gathering strain history data on bridges, many studies in all parts of the country should be underway simultaneously. Although the equipment described above will be used for this purpose in cooperative studies with highway departments near the Washington headquarters office, the major effort and the greatest contribution to the solution of the problem should come through the HP&R program.

Since useful data can be gathered with considerably less expensive equipment, it will not be necessary to assemble a sophisticated and expensive data acquisition system for each study. Such equipment might consist of an FM tape recorder and the necessary amplifiers, power supplies, strain gage bridge completion modules, strain gages, and wiring. It is estimated that the cost of the instrumentation for such a system would be somewhere near $20,000.

Proposed Nationwide Program

It is therefore proposed to initiate the following general program for the gathering of load history data on highway bridges:

1. *Who should perform study.* In each Region at least one HP&R study should be started, preferably by the research organization in a State highway department, or by a qualified contractor

with the cooperation of the highway department. Universities with a background in structural research would make excellent contractors.

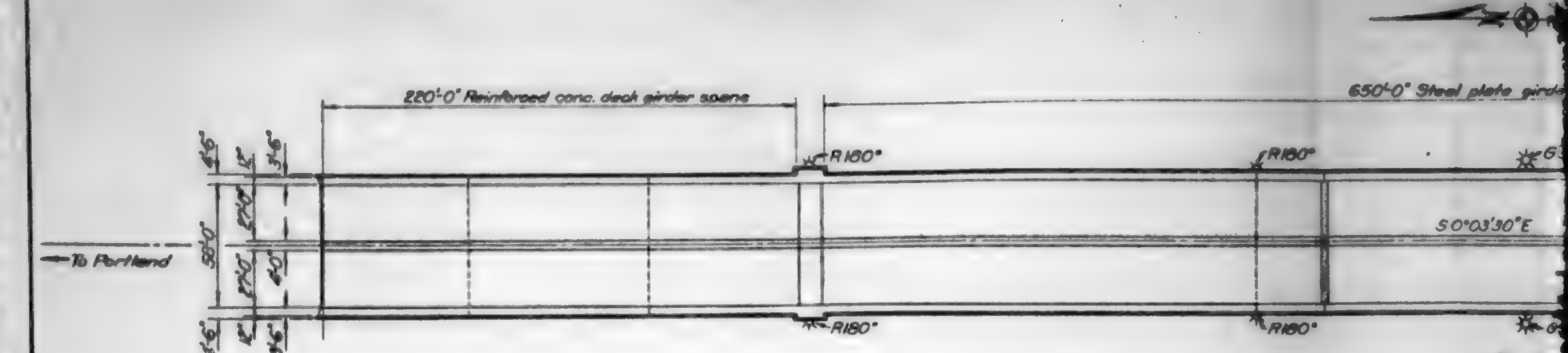
2. *Type of bridge recommended.* It is suggested that the initial efforts should be oriented to gathering data on steel stringer bridges with welded partial-length cover plates. One reason is that this type of bridge, common throughout the country, is susceptible to fatigue distress due to stress raisers near the termination of the cover plates. Moreover, it is easier to attach strain gages to steel bridges than to reinforced concrete structures.

3. *Other details.* The study should be directed by a structural engineer, but the field work of strain gaging and gathering data could be done by a crew of technicians. The length of the sampling period would depend on traffic density over the structure. Traffic data and truck weight data would have to be studied and related to the strain data. An ideal location for a bridge would be close to a permanent truck weighing station. It may be necessary to gather data during several seasons of the year to account for seasonal variations in some locations.

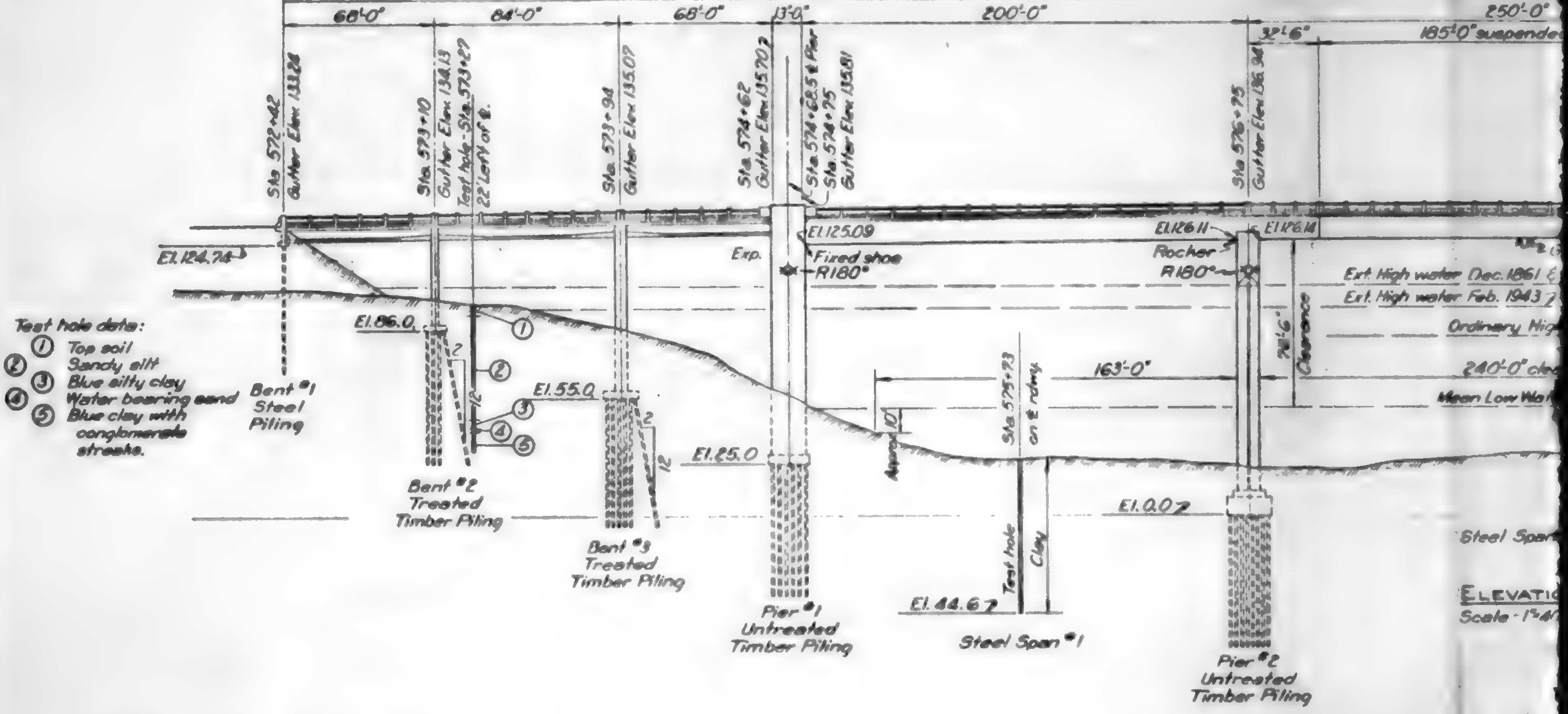
A suggested work plan for a typical test, along with additional information, is attached.

Since the whole effort is aimed at a possible revision of bridge design specifications, it is necessary to have one central coordinating agency. The Structures and Applied Mechanics Division of the Bureau of Public Roads is willing to take on the responsibility of coordinating the entire program.

Details of instrumentation, sampling, and data reduction can be worked out and discussed in conferences or workshop meetings, but it is re-emphasized that the purpose of this document is to describe the background of the problem, to create an interest in its solution, and to suggest a plan for accomplishing the solution.



PLAN


Total length = 11
68'-0"
84'-0"
68'-0"
13'-0"
200'-0"
250'-0"
32'-6"
185'-0" suspended
Sta. 572+42 Gutter Elev. 133.24
Sta. 573+10 Gutter Elev. 134.13
Test hole - Sta. 573+27 22' Left of ℄
Sta. 573+94 Gutter Elev. 135.07
Sta. 574+62 Gutter Elev. 135.70
Sta. 574+68.5 ℄ Pier
Sta. 574+75 Gutter Elev. 135.81
Sta. 576+75 Gutter Elev. 136.94
El. 124.74
El. 125.09
Exp.
Fixed shoe
R180°
El. 126.11
El. 126.14
Rocker
R180°
Ext. High water Dec. 1861
Ext. High water Feb. 1943
Ordinary High
240'-0" clea
Mean Low Wat
78'-6" Clearance
163'-0"
Test hole data:
① Top soil
② Sandy silt
③ Blue silty clay
④ Water bearing sand
⑤ Blue clay with conglomerate streaks.
El. 86.0
El. 55.0
El. 25.0
El. 0.0
El. 44.6
Sta. 575+73 on ℄ rdwy.
Test hole
Clay
Bent #1 Steel Piling
Bent #2 Treated Timber Piling
Bent #3 Treated Timber Piling
Pier #1 Untreated Timber Piling
Steel Span #1
Pier #2 Untreated Timber Piling
Steel Span

ELEVATIO
Scale - 1"=4

GENERAL NOTES:

Bridge designed for H20-S16-44 loading.

All concrete shall Class "A" and shall have a breaking strength of 3300 lbs. per square inch in 28 days. (f_c = 1320 p.s.i.)

All reinforcing steel shall be intermediate grade deformed bars conforming to A.S.T.M. spec. A305-50T. All splices shall be 20 diameters unless shown or noted otherwise except 1⅛" bars which shall be spliced 40 diameters.

All structural steel shall be either "Carbon" or "Low Alloy" as designated below. Carbon steel shall conform to A.S.T.M. specification A7-51T; Low Alloy to A.S.T.M. specification A242-46.

Low Alloy structural steel shall be used for:

All girder flange angles, cover plates, web, gusset plates connected to girder flanges, splice material and stringers.

Carbon steel shall be used for:

All stiffener angles, gusset plates, "X" frames, lateral system, shoes, rockers and pins unless shown or noted otherwise.

Change in shop splices of built up girders will be permitted at option of the fabricator except that location and splice material shall be approved by Engineer before materials are ordered.

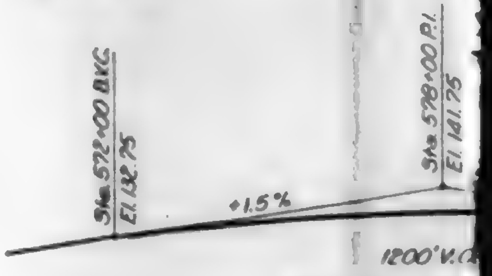
All rivets shall be ⅞" diam. "carbon" rivets and shall conform to A.S.T.M. specification A141-39.

Girders shall be cambered to provide for dead load deflection and grade line.

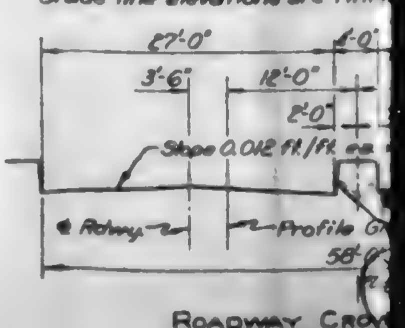
Foundation Piling shall be treated or untreated as noted.

Design Assumptions: Foundation piling are designed as friction piles; use the Converse-Labarre formula for group piling according to 3-4-19g of A.A.S.H.O. specification for sustained dead loads but not more than 28 tons for "Group A" (dead & live, buoyancy and earth pressure loads) and using a 25% overstress for "Group B" loads (wind, longitudinal forces, current, earthquake, etc.)

All workmanship and materials shall conform to the specifications for bridges of the OREGON STATE HIGHWAY COMMISSION.



GRADE LINE
Not to
Grade line elevations are finis



ROADWAY CRO
Not to Sc

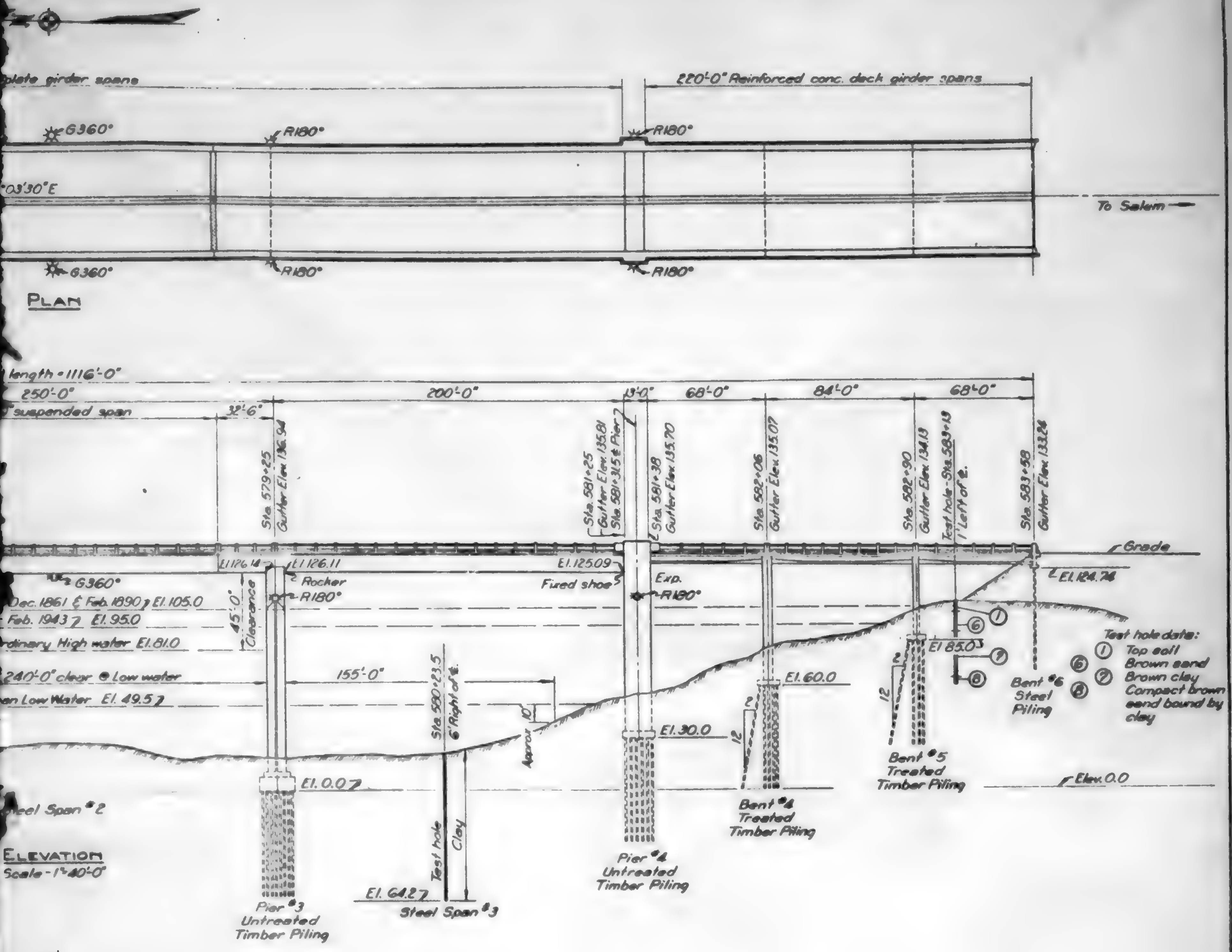
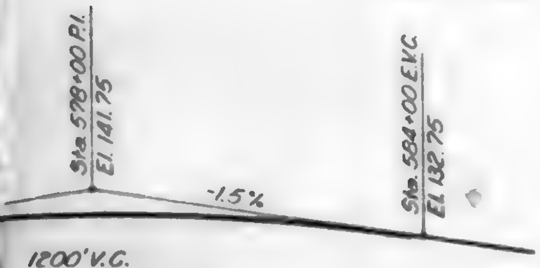
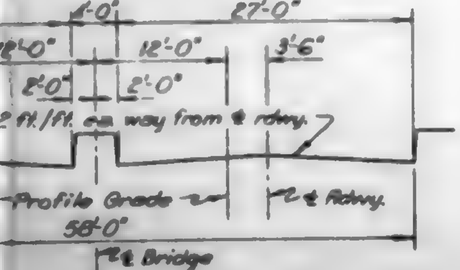


plate girder spans
220'-0" Reinforced conc. deck girder spans
G360°
R180°
R180°
03'30"E
To Salem
G360°
R180°
R180°
PLAN
l length = 1116'-0"
250'-0"
200'-0"
13'-0"
68'-0"
84'-0"
68'-0"
suspended span
32'-6"
Sta. 579+25 Gutter Elev. 136.94
Sta. 581+25 Gutter Elev. 135.81 Sta. 581+31.5 ℄ Pier
Sta. 581+38 Gutter Elev. 135.70
Sta. 582+06 Gutter Elev. 135.07
Sta. 582+90 Gutter Elev. 134.13
Test hole - Sta. 583+13 1' Left of ℄
Sta. 583+58 Gutter Elev. 133.24
Grade
El. 126.14
El. 126.11
El. 125.09
El. 124.74
G360°
Rocker
R180°
Fixed shoe
Exp.
R180°
Dec. 1861 & Feb. 1890 El. 105.0
Feb. 1943 El. 95.0
ordinary High water El. 81.0
45'-0" Clearance
240'-0" clear @ Low water
an Low Water El. 49.5
155'-0"
Sta. 580+23.5 6' Right of ℄
Approx. 10'
El. 30.0
El. 60.0
El. 85.0
El. 0.07
Elev. 0.0
Test hole
Clay
El. 64.27
Steel Span #2
Steel Span #3
Pier #3 Untreated Timber Piling
Pier #4 Untreated Timber Piling
Bent #4 Treated Timber Piling
Bent #5 Treated Timber Piling
Bent #6 Steel Piling
Test hole data:
① Top soil
⑥ Brown sand
⑦ Brown clay
⑧ Compact brown sand bound by clay
ELEVATION
Scale - 1" = 40'-0"



ADE LINE DIAGRAM
Not to Scale
ns are finish grade at profile grade.



WAY CROWN DIAGRAM
Not to Scale

Existing Structure

OREGON
STATE HIGHWAY COMMISSION

WILLAMETTE RIVER BRIDGE

AT

WILSONVILLE

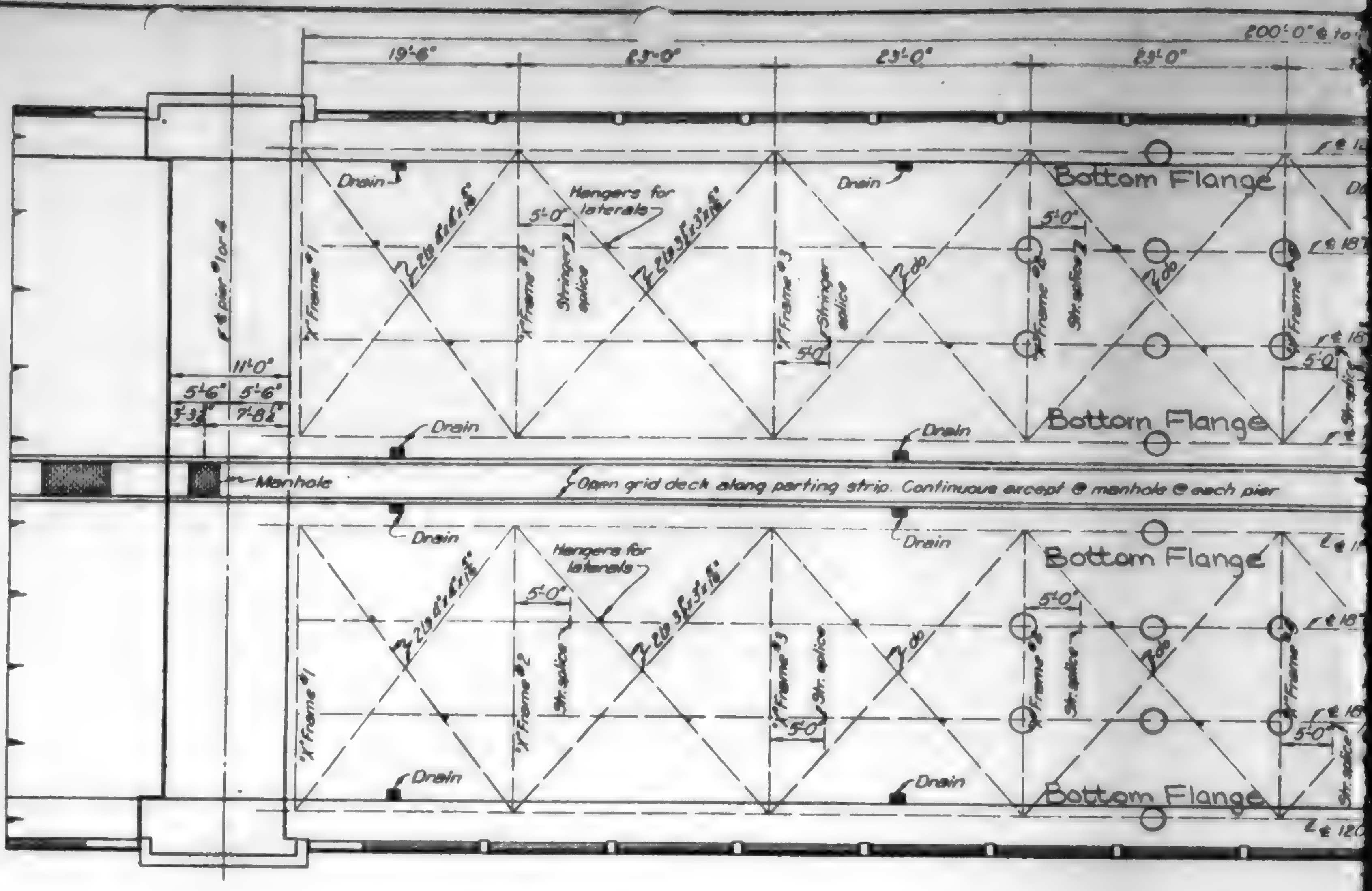
BARBUR BOULEVARD-WHITE SCHOOL SECTION
WEST PORTLAND-HUBBARD HIGHWAY
CLACKAMAS COUNTY
PLAN AND ELEVATION

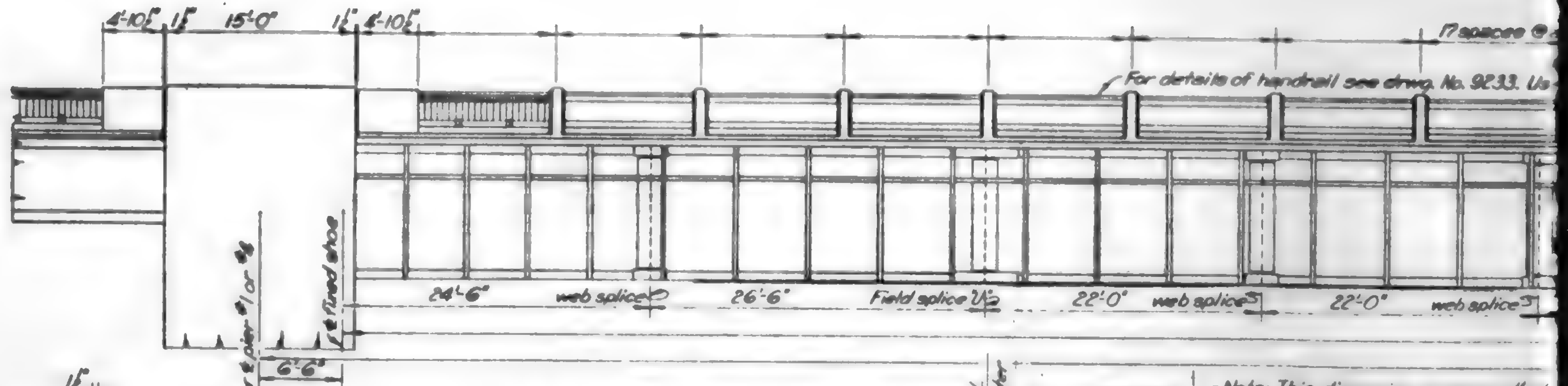
Approved:

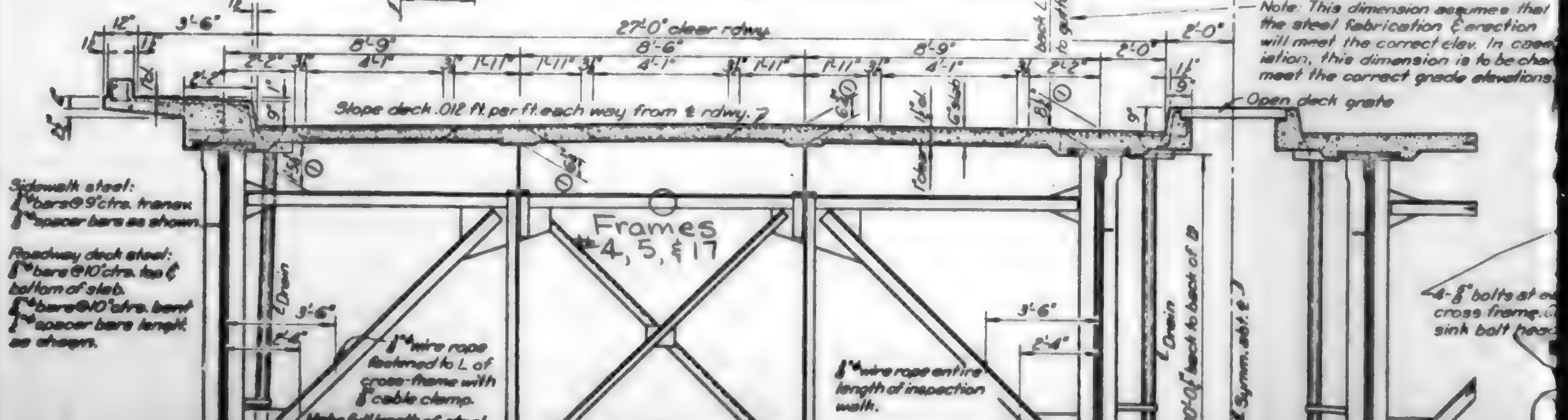
Bridge Engineer

SCALE AS NOTED	DRAWN BY T.C.R.	SHEET 1 OF 18
JULY 29, 1952	TRACED BY C.O.F.	BRIDGE NO. 2254
CALC. BK. NO. 297	CHECKED BY	DRAWING NO. 10484

ACCOMP. BY DWGS. NO. 10485-10499 INCL., 2050 & 9233.

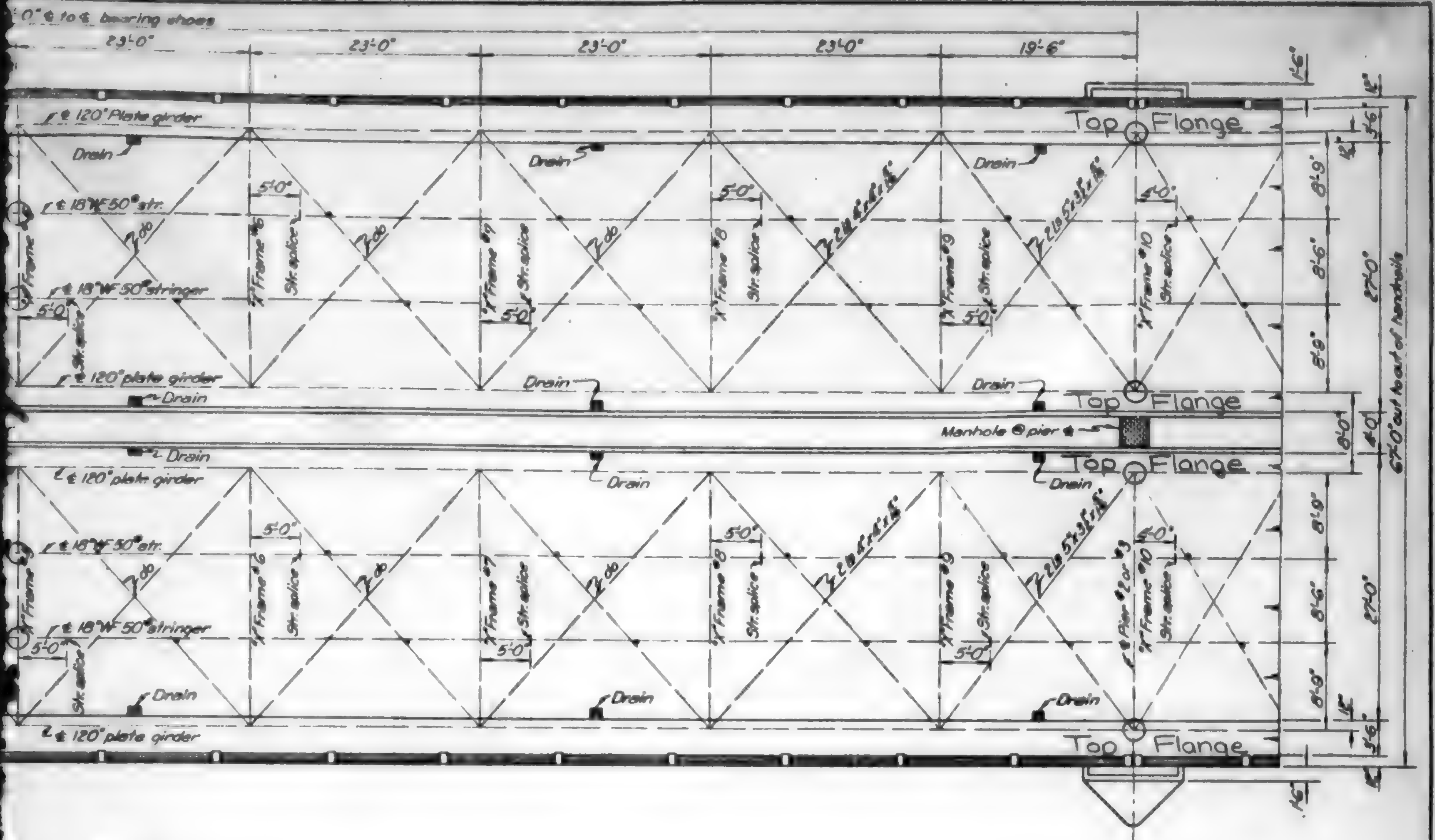




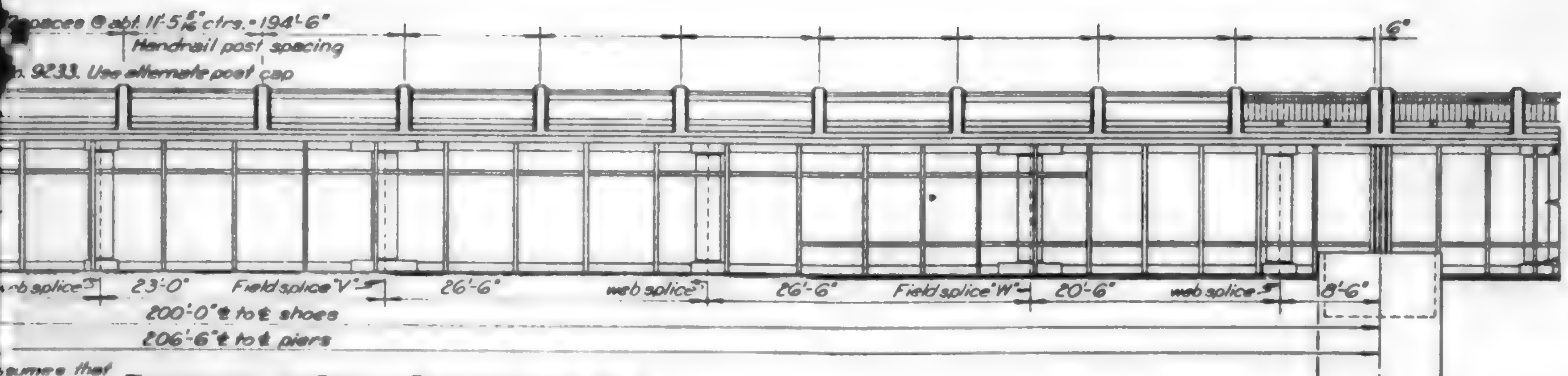

12"
3'-6"
1½"
27'-0" clear rdwy.
8'-9"
8'-6"
8'-9"
2'-2"
4'-1"
1'-11"
back L to gutter
2'-0"
2'-0"
Slope deck .012 ft. per ft. each way from ℄ rdwy.
Note: This dimension assumes that the steel fabrication & erection will meet the correct elev. In case ... iation, this dimension is to be chan... meet the correct grade elevations.
Open deck grate
Sidewalk steel:
½" bars @ 9" ctrs. transv.
½" spacer bars as shown.
Roadway deck steel:
⅝" bars @ 10" ctrs. top & bottom of slab.
⅝" bars @ 10" ctrs. bent
½" spacer bars longit. as shown.
Frames #4, 5, & 17
℄ Drain
3'-6"
2'-4"
½" wire rope fastened to L of cross-frame with ½" cable clamp.
Make full length of steel spans
½" wire rope entire length of inspection walk.
Inspection walk
℄ Drain
10'-0⅝" back to back of L
℄ Symm. abt. ℄
4-⅝" bolts at ea. cross frame. ... sink bolt head
Frames #4, 5 & 17

TYPICAL HALF CROSS-SECTION OF STEEL SPANS

Scale-⅜"=1'-0"

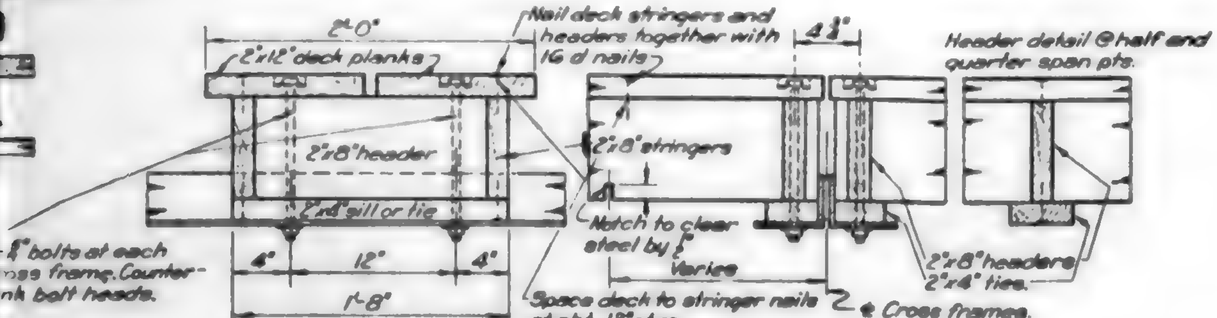


PLAN



...sumes that
... erection
...lev. In case of var-
... is to be changed to
...le elevations.

ELEVATION OF STEEL SPAN NO. 1 OR NO. 3
Scale - ⅛" = 1'-0"


2'-0"
2"x12" deck planks
Nail deck stringers and headers together with 16 d nails
4⅜"
Header detail @ half and quarter span pts.
2"x8" header
2"x8" stringers
2"x8" sill or tie
Notch to clear steel by ⅛"
Varies
2"x8" headers
2"x4" ties.
⅝" bolts at each cross frame. Countersink bolt heads.
4"
12"
4"
1'-8"
Space deck to stringer nails at abt. 12" ctrs.
℄ Cross frames.

TRANSVERSE SECTION

LONGITUDINAL SECTION

INSPECTION WALK DETAILS

Make of treated timber
Scale - 1½" = 1'-0"

① Revised 9-5-52

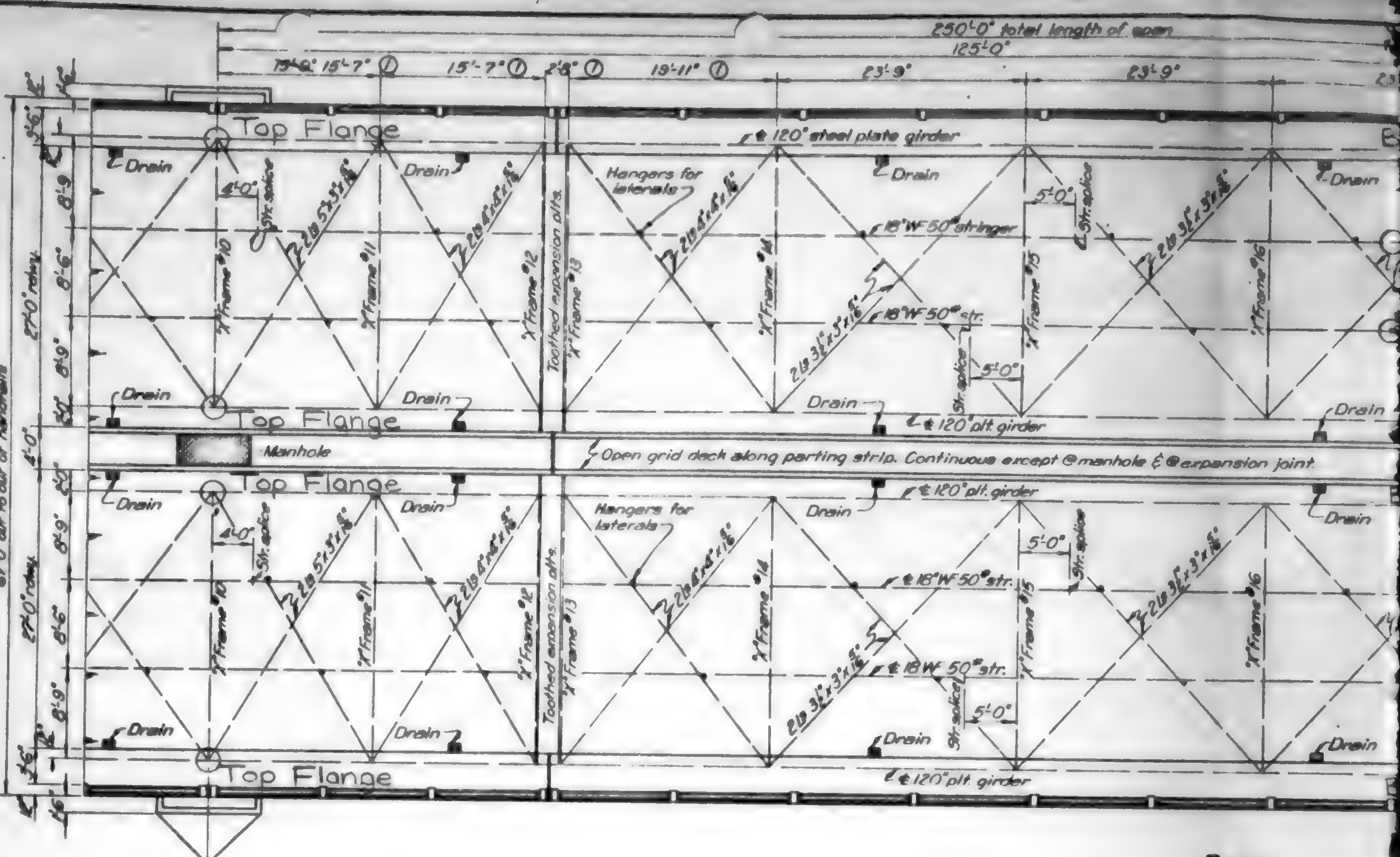
EXISTING STRUCTURE
FOR INFORMATION ONLY

Approved:

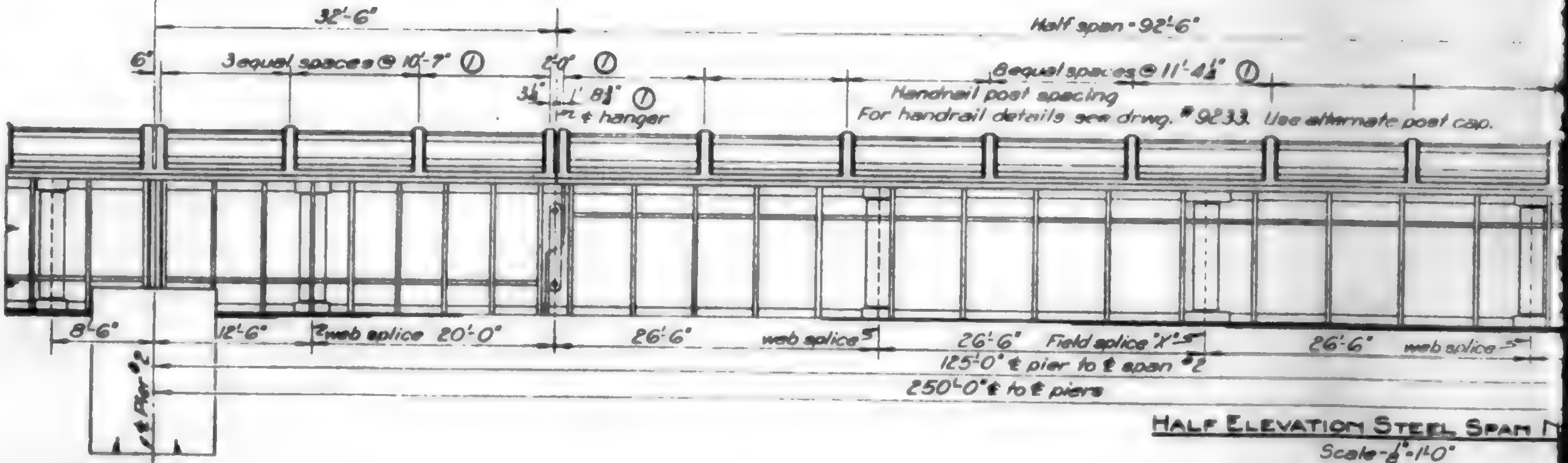
Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION
WILLAMETTE RIVER BRIDGE
STEEL SPANS NO. 1 & 3

SCALE AS NOTED	DRAWN BY T.C.R.	SHEET 9 OF 18
JULY 30, 1952	TRACED BY C.O.F.	BRIDGE NO. 2254
CHECKED BY		DRAWING NO. 10492

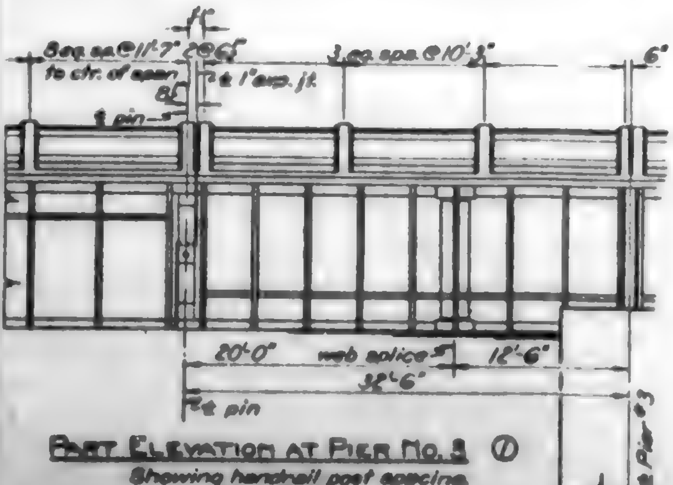


PLAN



HALF ELEVATION STEEL SPAN N

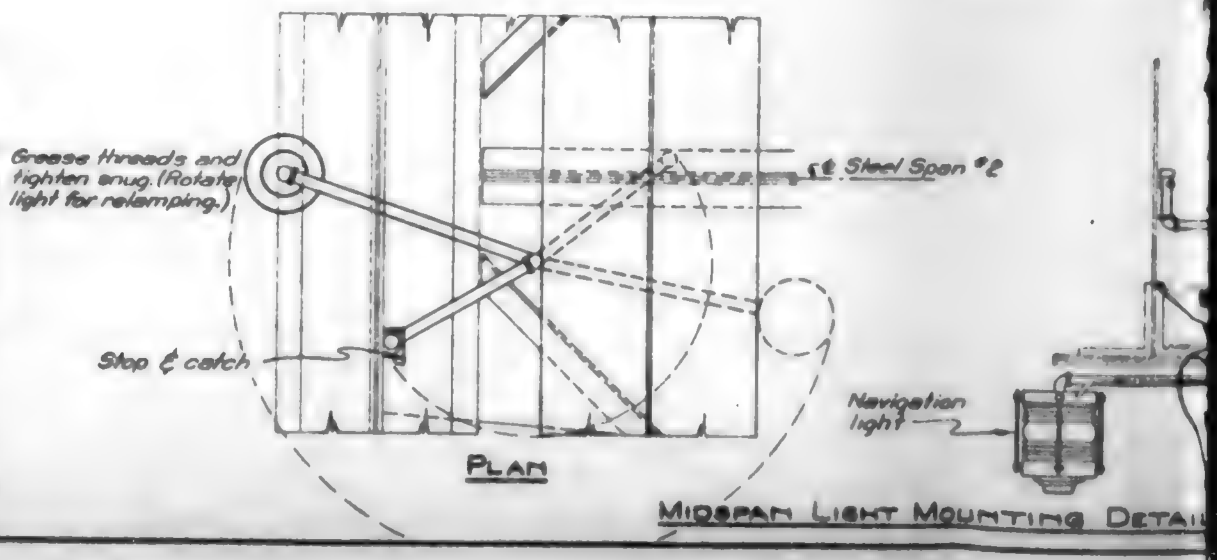
Scale-⅛"=1'-0"



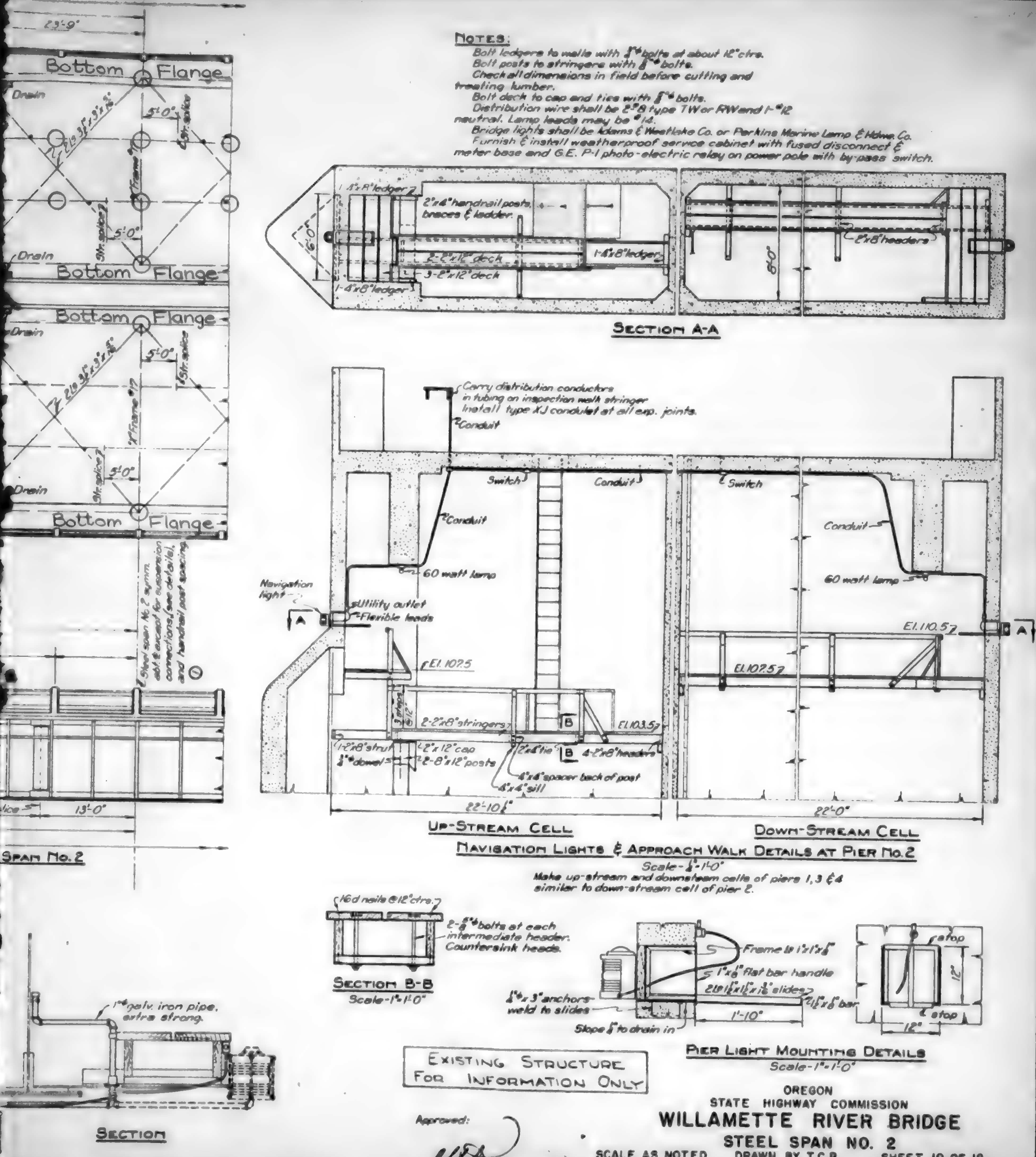
PART ELEVATION AT PIER NO. 3 ①

Showing handrail post spacing.

Scale-⅛"=1'-0"


Grease threads and tighten snug. (Rotate light for relamping.)
℄ Steel Span #2
Stop & catch
Navigation light
PLAN

MIDSPAN LIGHT MOUNTING DETAI



Notes:

Bolt ledgers to walls with ⅝" bolts at about 12" ctrs.

Bolt posts to stringers with ⅝" bolts.

Check all dimensions in field before cutting and treating lumber.

Bolt deck to cap and ties with ⅝" bolts.

Distribution wire shall be 2-#8 type TW or RW and 1-#12 neutral. Lamp leads may be #14.

Bridge lights shall be Adams & Westlake Co. or Perkins Marine Lamp & Hdwe. Co.

Furnish & install weatherproof service cabinet with fused disconnect & meter base and G.E. P-1 photo-electric relay on power pole with by-pass switch.

Navigation Lights & Approach Walk Details at Pier No. 2

Scale-¼"=1'-0"

Make up-stream and down-stream cells of piers 1, 3 & 4 similar to down-stream cell of pier 2.

Pier Light Mounting Details

Scale-1"=1'-0"

Existing Structure
For Information Only

① Revised 10-17-52

Approved:

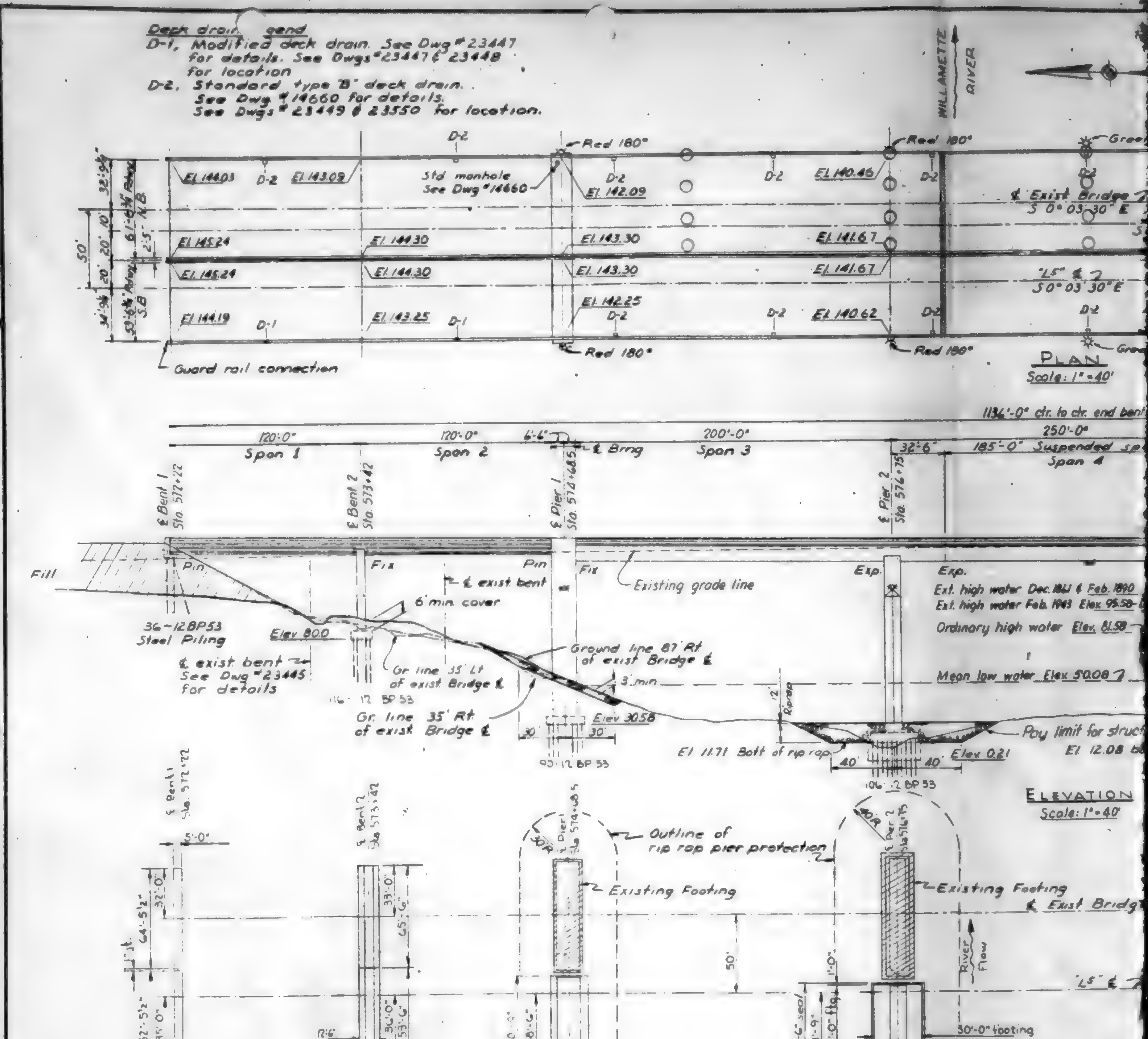
Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION
WILLAMETTE RIVER BRIDGE
STEEL SPAN NO. 2

SCALE AS NOTED
JULY 31, 1952
CHECKED BY

DRAWN BY T.C.R.
TRACED BY C.O.F.

SHEET 10 OF 18
BRIDGE NO. 2254
DRAWING NO. 10493

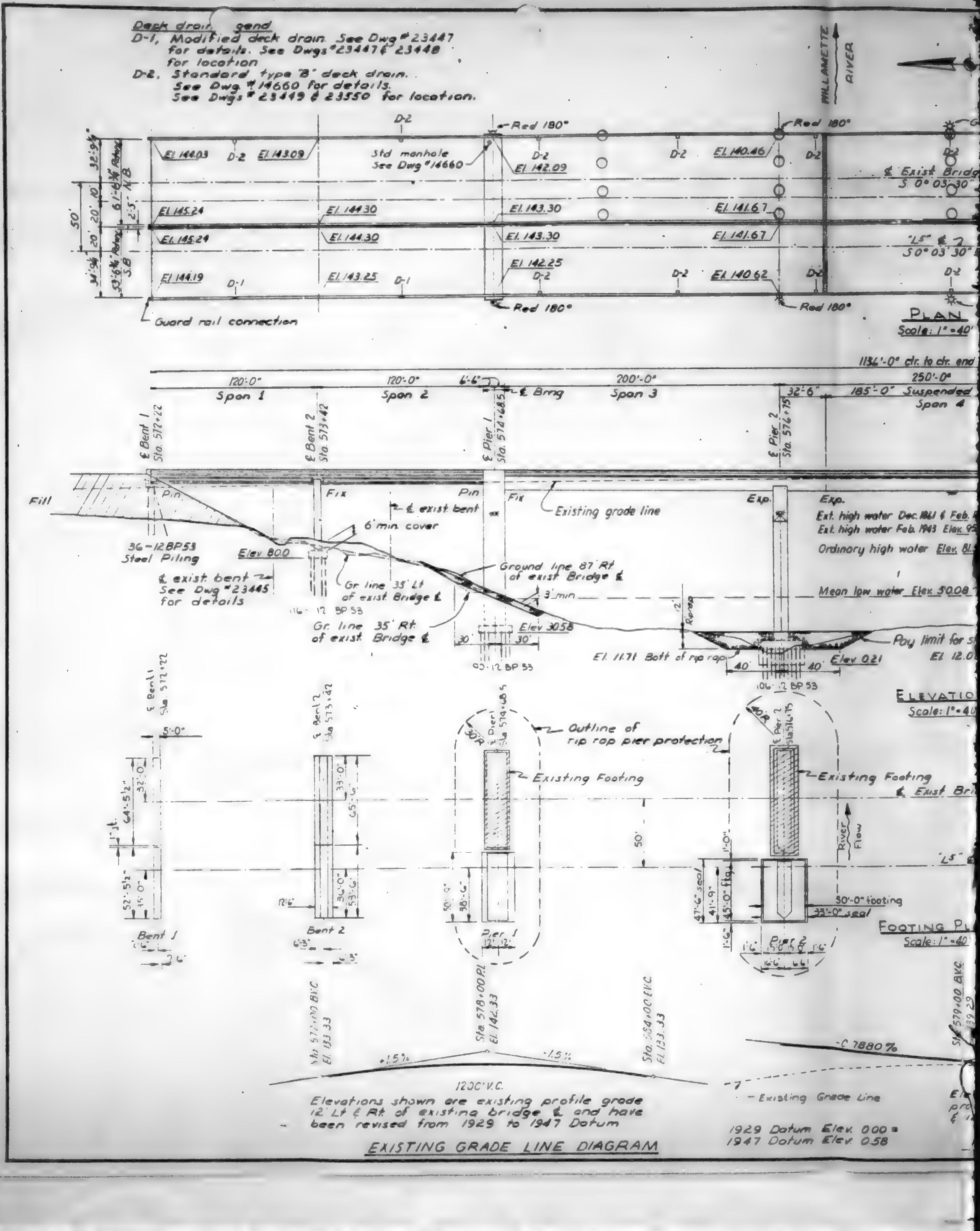


Deck drain legend
D-1, Modified deck drain. See Dwg # 23447 for details. See Dwgs # 23447 & 23448 for location
D-2, Standard type "B" deck drain. See Dwg # 14660 for details. See Dwgs # 23449 & 23550 for location.

Elevations shown are existing profile grade 12' Lt & Rt. of existing bridge ℄ and have been revised from 1929 to 1947 Datum

EXISTING GRADE LINE DIAGRAM

1929 Datum Elev. 0.00 = 1947 Datum Elev. 0.58



Deck drain legend

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1929 Datum Elev. 0.00 =
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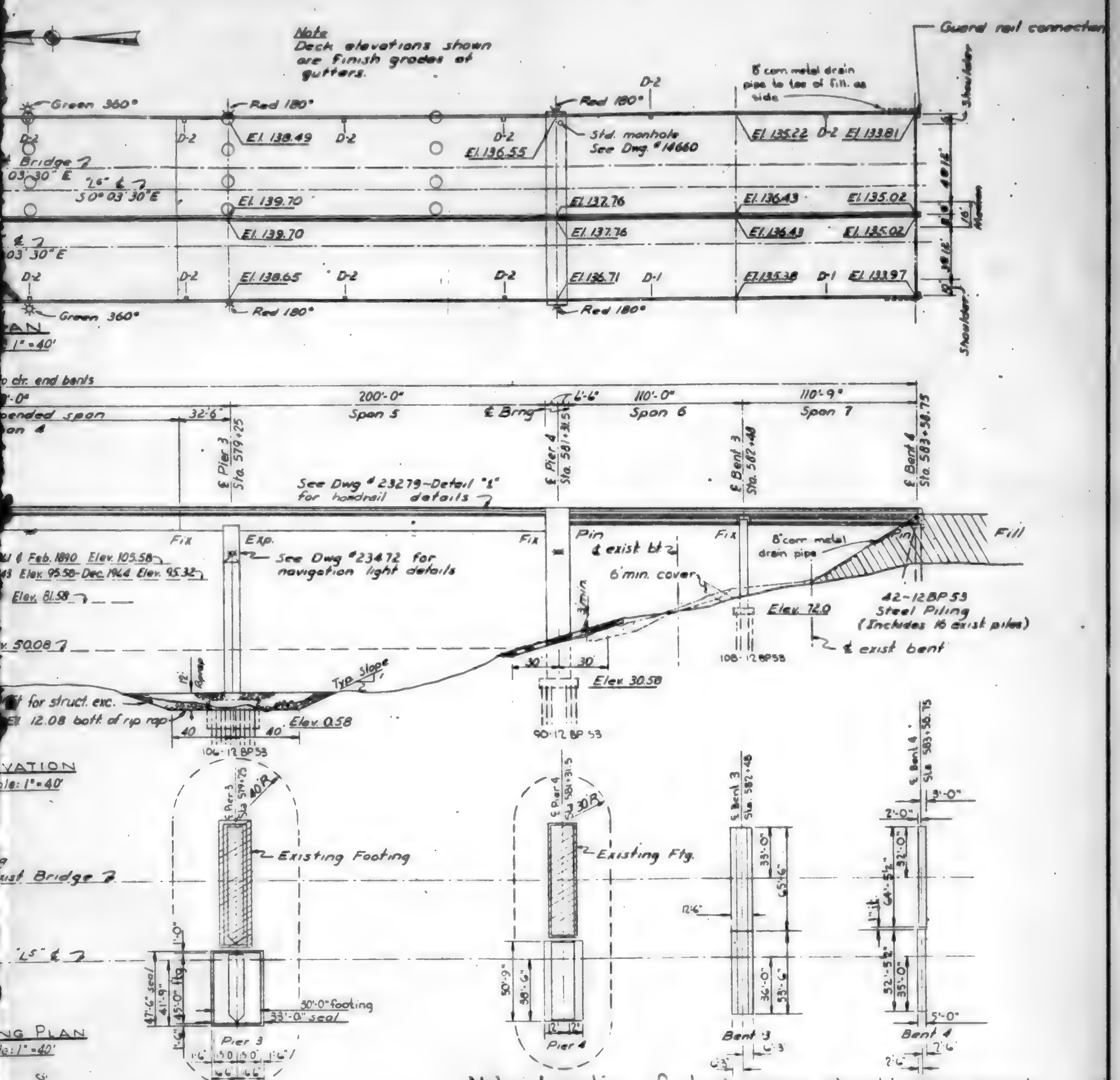
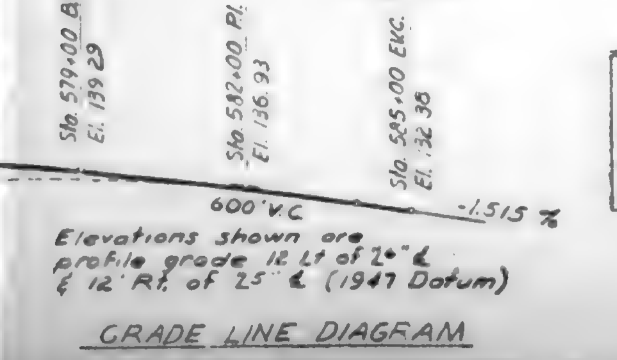


Note: Location of strain gages should correspond with those used on existing structure.


Sta. 579+00 BVC. El. 139.29
Sta. 582+00 P.I. El. 136.93
Sta. 585+00 EVC. El. 132.38
600' V.C.
-1.515 %

Elevations shown are profile grade 12 Lt of "2" ℄ & 12 Rt. of "2S" ℄ (1947 Datum)

GRADE LINE DIAGRAM

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0"
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

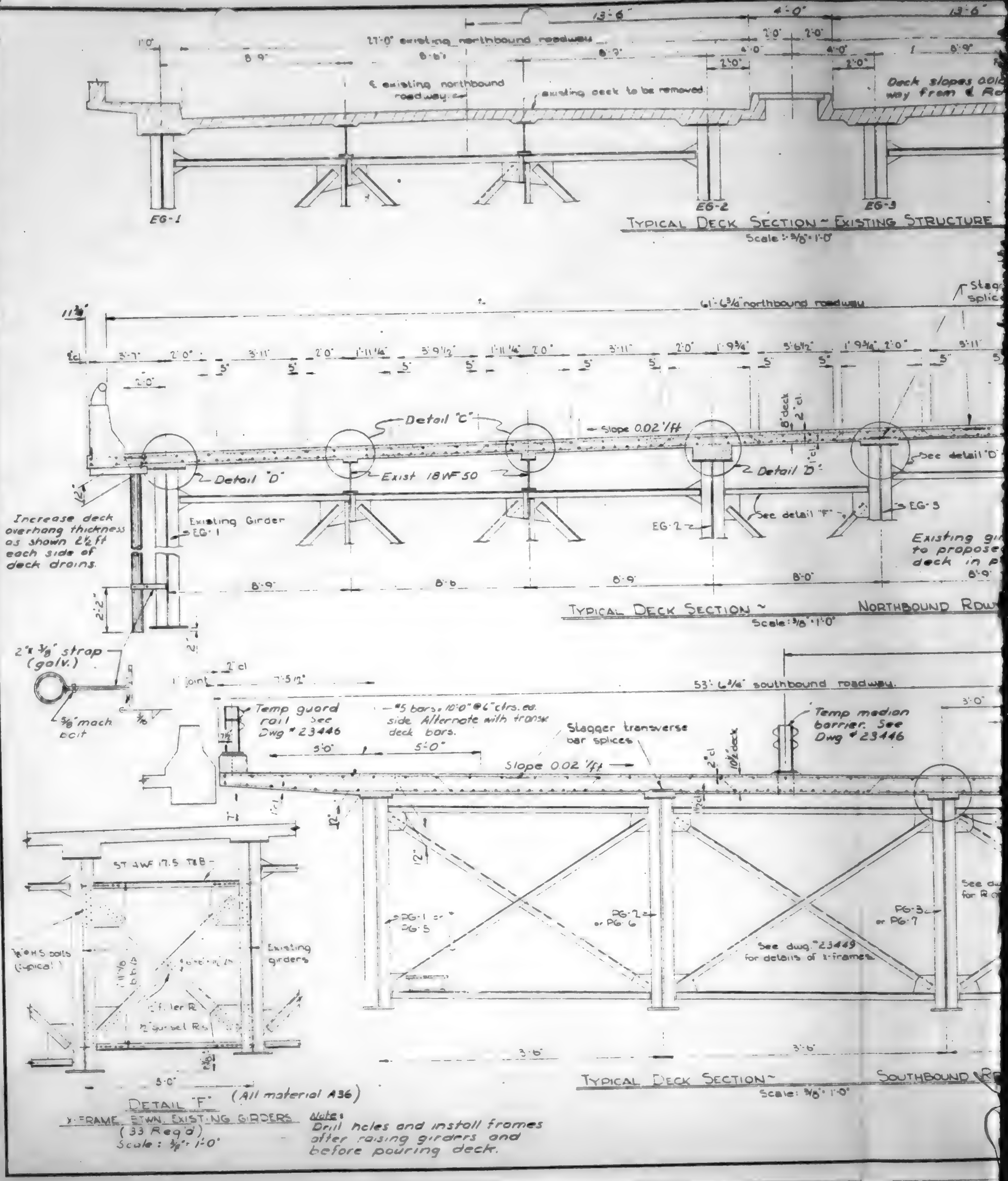
APPROVED:
Ivan Merchant
BRIDGE ENGINEER
ASS'T. STATE HIGHWAY ENGINEER
Forrest Cooper
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

WILLAMETTE RIVER BRIDGE
(WILSONVILLE)
Wilsonville Intch. - Hubbard Intch. Section
PACIFIC HWY. CLACKAMAS CO.

Plan & Elevation

DESIGNED JF-FG	CHECKED JA	DATE Sept 15, 1967 BRIDGE NO. 2254A	SHEET 1 OF 33
DRAWN HWG	CALC. BOOK 1119	ACCOMPANIED BY DWGS. 23446 thru 23474 14660 22970 23279 [illegible]	DRAWING NO. 23445



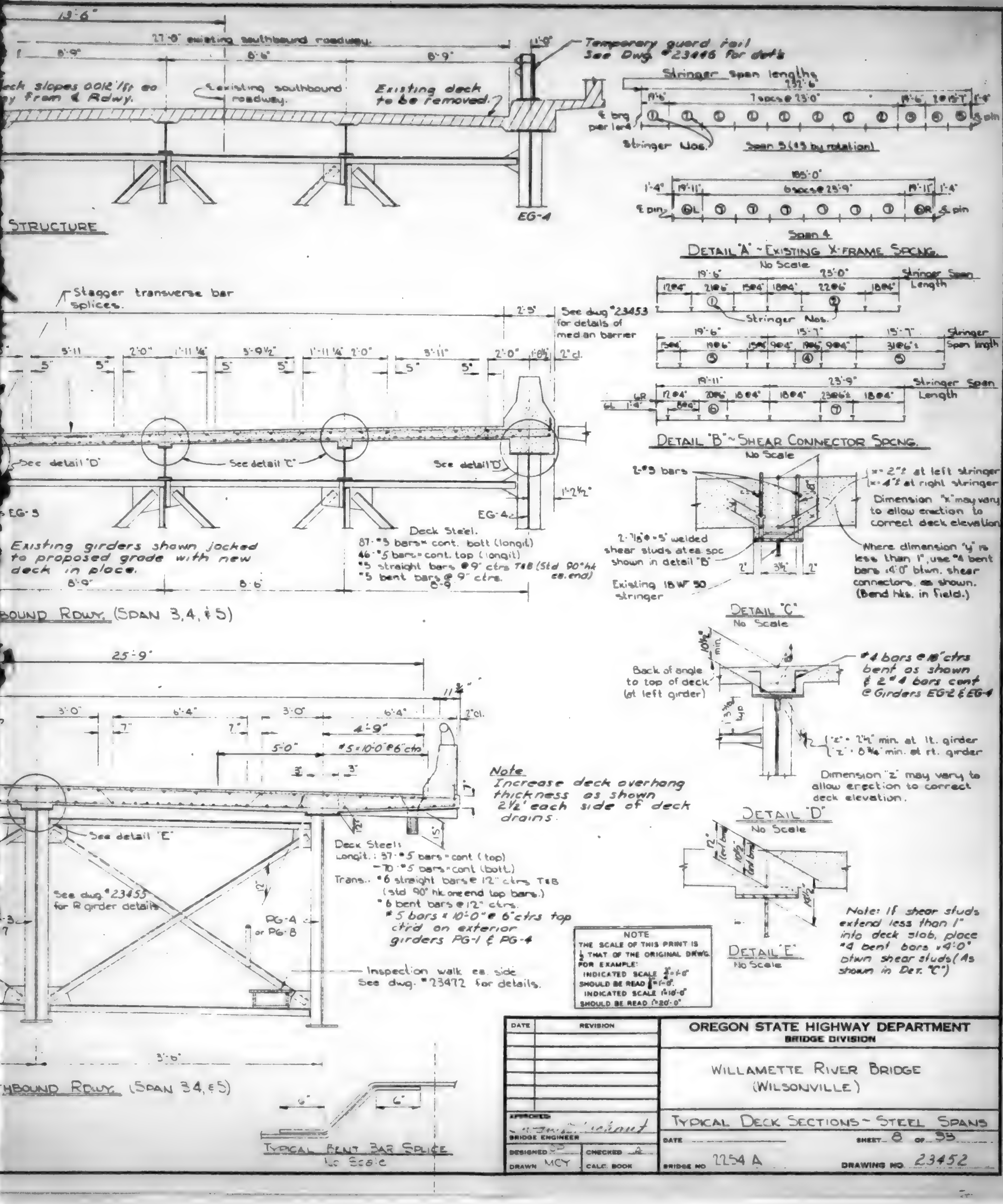
TYPICAL DECK SECTION ~ EXISTING STRUCTURE
Scale: ⅜" = 1'-0"

TYPICAL DECK SECTION ~ NORTHBOUND ROW
Scale: ⅜" = 1'-0"

TYPICAL DECK SECTION ~ SOUTHBOUND R
Scale: ⅜" = 1'-0"

DETAIL "F" (All material A36)
X-FRAME BTWN. EXISTING GIRDERS
(33 Req'd)
Scale: ⅜" = 1'-0"

Note: Drill holes and install frames after raising girders and before pouring deck.



13'-6"
27'-0" existing southbound roadway
8'-9"
8'-6"
8'-9"
1'-0"
Temporary guard rail
See Dwg. #23446 for det's
eck slopes .0012'/ft ea
ay from ℄ Rdwy.
Existing southbound roadway.
Existing deck to be removed.
EG-4
STRUCTURE
Stringer Span lengths
232'-6"
19'-6"
7 spcs @ 25'-0"
19'-6"
20'-7"
1'-4"
℄ brg per lord
℄ pin
Stringer Nos.
Span 5 (≠3 by rotation)
185'-0"
1'-4"
19'-11"
6 spcs @ 25'-9"
19'-11"
1'-4"
℄ pin
6L
6R
℄ pin
Span 4
DETAIL "A" ~ EXISTING X-FRAME SPCNG.
No Scale
19'-6"
25'-0"
Stringer Span Length
12@4"
2@6"
15@4"
18@4"
22@6"
18@4"
Stringer Nos.
19'-6"
15'-7"
15'-7"
Stringer Span length
15@4"
19@6"
15@4"
9@4"
19@6"
9@4"
31@6"±
19'-11"
25'-9"
Stringer Span Length
6R
6L
1'-4"
12@4"
20@6"
18@4"
18@4"
23@6"±
18@4"
Stagger transverse bar splices.
2'-5"
See dwg #23453 for details of median barrier
5'-11"
5"
5"
2'-0"
1'-11¼"
5'-9½"
5"
5"
1'-11¼"
2'-0"
5'-11"
5"
5"
2'-0"
1'-8½"
2" cl.
See detail "D"
See detail "C"
See detail "D"
1'-2½"
EG-5
EG-4
Existing girders shown jacked to proposed grade with new deck in place.
Deck Steel.
87-#5 bars = cont. bott (longit)
46-#5 bars = cont. top (longit)
#5 straight bars @ 9" ctrs T&B (Std 90° hk ea. end)
#5 bent bars @ 9" ctrs.
8'-9"
8'-6"
8'-9"
BOUND RDWY. (SPAN 3, 4, & 5)
DETAIL "B" ~ SHEAR CONNECTOR SPCNG.
No Scale
2-#5 bars
x = 2"± at left stringer
x = 4"± at right stringer
Dimension "x" may vary to allow erection to correct deck elevation
2-⅞"φ × 5" welded shear studs at ea. spc shown in detail "B"
Where dimension "y" is less than 1", use #4 bent bars × 4'-0" btwn. shear connectors, as shown. (Bend hks. in field.)
2"
3½"
2"
Existing 18 WF 50 stringer
DETAIL "C"
No Scale
10½" min.
Back of angle to top of deck (at left girder)
#4 bars @ 18" ctrs bent as shown & 2-#4 bars cont @ Girders EG-2 & EG-4
"z" = 2¼" min. at lt. girder
"z" = 8¾" min. at rt. girder
Dimension "z" may vary to allow erection to correct deck elevation.
25'-9"
11¾"
3'-0"
6'-4"
3'-0"
6'-4"
2" cl.
7"
7"
4'-9"
5'-0"
#5 × 10'-0" @ 6" ctrs
3"
3"
1"
Note
Increase deck overhang thickness as shown 2½' each side of deck drains.
15"
See detail "E"
Deck Steel:
Longit.: 57-#5 bars = cont (top)
70-#5 bars = cont (bott.)
Trans.: #6 straight bars @ 12" ctrs T&B (std 90° hk one end top bars.)
#6 bent bars @ 12" ctrs.
#5 bars × 10'-0" @ 6" ctrs top ctrd on exterior girders PG-1 & PG-4
See dwg. #23455 for R girder details
PG-4 or PG-8
Inspection walk ea. side See dwg. #23472 for details.
3'-6"
THBOUND RDWY. (SPAN 3, 4, & 5)
DETAIL "D"
No Scale
12" (at ℄ brg)
10½" (at ℄ brg)
10½"
DETAIL "E"
No Scale
Note: If shear studs extend less than 1" into deck slab, place #4 bent bars × 4'-0" btwn shear studs (As shown in Det. "C")
6"
6"
TYPICAL BENT BAR SPLICE
No Scale

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ⅜"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

DATE	REVISION

APPROVED: Ivan Merchant
BRIDGE ENGINEER
DESIGNED SS
CHECKED A
DRAWN MCY
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

WILLAMETTE RIVER BRIDGE
(WILSONVILLE)

TYPICAL DECK SECTIONS ~ STEEL SPANS

DATE
SHEET 8 OF 33
BRIDGE NO 2254 A
DRAWING NO. 23452

RECEIVED
1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

I-5-5(40)284
7128

DATE: April 30, 1968
In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville-Hubbard Interchange
Portland General Electric Company Utility Adjustment

We approve the agreement, as evidenced by your Staff Attorney's letter dated April 25, 1968, and the subject utility's letter dated April 23, 1968, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated April 26, 1968. Reimbursement on an agreed lump sum basis of $29.76 is approved.

Receipt of Mr. Fred W. Sugnet's April 9, 1968 affidavit of the Company's property rights is acknowledged. As this is a removal of a facility, a permit is not required.

You were verbally authorized to proceed with actual adjustments for the above mentioned work effective April 26, 1968. Approval and participation for the eligible portion of this work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

5-2-68
REFERRED TO
Young - Truman
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
MAY - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
MAY 21 1968
FOR FILING

I-5-5(40)294

7128

April 26, 1968

HV

MISC. CONTRACTS and
AGREEMENTS No. 3546

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: Mr. Robert Schumacher
County Clerk

4-23-68

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering installation of illumination on the Wilsonville Interchange on the Pacific Highway.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Mr. F. B. Crandall
(conformed agreement)

RECEIVED
APR 10 [illegible]
FOR FILE

I-5-5(40)284
7128

April 10, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

2257

Dear Sir:

Re: Oregon Project I-5-5(40)284
Wilsonville-Hubbard Interchange
Section, Pacific Highway

Reference is made to your letter of March 28 requesting further consideration of the proposed pavement design for this section. Your particular request was that we reconsider the need of the 4-inch crushed stone base between the lime-treated subgrade and the cement-treated base.

I am enclosing a copy of G. L. Decker's letter to me which we feel justifies our design.

If anything further is needed in this regard, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enc.
cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 5, 1968
Salem, Oregon

SUBJECT: FBK Assignment No. 2257
Wilsonville-Hubbard Interchange
Pacific Highway
Justification of Base Design

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

In the change from flexible to rigid design on the subject project consideration was given the following:

1. Lime treatment of reactive fine grained subgrade soil. 12 inches of crushed rock over similar soil on the PCC sections leading into Portland from the south was not adequate to prevent infiltration of the basement soil from loads imposed by construction traffic. Lime treatment is intended basically to prevent this infiltration and weatherproof the subgrade. Our experience with lime and its benefits are limited, though encouraging. In flexible designs with heavy lifts of crushed rock a 6-inch lime treatment has been considered the equivalent of as much as 5-inches of crushed base. On the subject design with only 4-inches of crushed base over the lime, this equivalency has been reduced to 3-inches.

2. 4-inches of crushed base over lime. Needed for required strength and desirable from a construction standpoint, in that it "protects" the lime treatment from getting out of shape from construction traffic.

Texas reports that lime treatment is more effective with a granular cover.

3. CTB - 4-inch depth considered minimum to hold shape under construction traffic. CTB will hold a close tolerance finish during placing of final wearing course lifts, as well as provide extra strength with less depth. It is now generally recognized as particularly desirable where slip form PCC is anticipated.

The above considerations are a part of the calculations for the subject design. A copy of these calculations using the "% Fatigue Used" method are attached. They show 83% fatigue used, with the design value target being 100%.

A relation between compressive strengths and flexural strengths (modulus of rupture) is shown in the recent "Joint Research Laboratory Publication No. 16" by the National Sand and Gravel Association and the National Ready Mixed Concrete Association. From this and a study of average cylinder breaks for recent paving jobs, it has been determined a 525 lb. psi modulus of rupture should be used in design.

Since the new design approach was used for the first time on the subject named project, a check against the AASHO Guide recommendation seemed in order. Using 2080 18-kip single axle loads per day, a working stress of 550 (75% of 700) and a subgrade K value of 70 along with the guide nomograph, a slab thickness of 10 1/4 inches was determined. The guide states that 12 inches of rock subbase should be used on poor soil and that when CRCP is used the thickness of slab can be reduced 1 or 2 inches. It is our belief that this reduction in depth should be no more than 1-inch until more meaningful data is gathered. By reducing the slab depth one-inch the design from AASHO would be 9 1/4 inches of CRCP over 12-inches of base.

In Highway Research Record No. 60 Texas reports a refinement or extension of the AASHO Guide Design. This permits a determination of slab depths for both jointed and CRCP. Using 10,000,000 total number equivalent 18K axle applications, 600 modulus of rupture, 4.2 Modulus of elasticity, and 230 K value (Top of our CTB as determined by new method giving lime 5-inches rock credit) along with the Texas nomograph, gives 11 1/4 inches of jointed pavement and 9 1/4 inches of CRCP.

Various trial calculations were also made all with a 9-inch trial depth of PCC.

1. Since our specifications allow 3300 PSI compressive strength (488 MR) a trial was made using this figure and a K-value of 230 (Top of CTB and 9 inches of rock) 180% total fatigue used was determined, an inadequate design.

2. MR of 525 and K j 150 (Top of 12 inches of rock base) resulted in 145% fatigue used, also inadequate.

3. MR of 523 and K of 155 (Top of 4-inches CTB and 4-inches of rock with no credit for lime) also proved inadequate.

In summary the AASHO design shows we are either underdesigned or about right depending upon the value given CRCP (Reduction of 1-inch or 2-inches). The Texas design would indicate we are underdesigned by approximately 1-inch of pavement depth.

In view of the above, and the concern expressed over behavior of existing PCC pavements, the design as proposed for the subject section appears in order. The construction of this short section will be closely observed, and studies of the many variables associated with our new design approach will be continued.

F. D. Morgan
Construction Engineer
By: G. L. Decker
G. L. Decker
Asst. Construction Engineer

Enclosure

Wilsonville Int
Hubbard Int
Form E-45—30M
I-5

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

OUTSIDE LANES X INSIDE LANES ____
LOAD SAFETY Factor 1.3 "R" Value 10
SUBBASE DEPTH 7.0" C.T.B DEPTH 4.0"
K-VALUES: Basement 70 Subbase 100 CTB 205
Modulus of Rupture 525 Trial Depth PCC 9.0"

Calc. Values
[illegible]
4 CTB = 4"
4" C.B = 4"
6" [illegible] = 3"

1		2	3	4	5	6		7
Axle Ld. Kips		Axle Load x L.S.F. Kips	Stress PSI	Stress Ratio Col 3 / M.R.	Allowable Repetitions No	Est. Repetitions No.		Fatigue Res. used %.
		Single Axle Loads						
35		45.5	360	0.69	2500	185		7
34		44.2	355	0.68	5500	315		9
32		41.6	340	0.65	8100	315		4
30		39.0	325	0.62	12000	190		1
28		36.4	315	0.60	32000	190		—
26		33.8	305	0.58	[illegible]	201		—
24		31.2	280	0.53	[illegible]	2025		11
22		28.6	260	0.50	—	[illegible]		
20		26.0	—			[illegible]		
18		23.4	—			[illegible]		
		Tandem Axle Loads						
50		65.0	340	0.65	[illegible]	2553		16
48		62.4	330	0.63	[illegible]	1253		7
46		59.8	315	0.60	[illegible]	2753		9
44		57.2	305	0.58	[illegible]	3,711		7
42		54.6	295	[illegible]		[illegible]		7
40		52.0	280	[illegible]	[illegible]	7,662		3
38		49.4	265	[illegible]	—	[illegible]		—
36		46.8	250	—		[illegible]		—
34		44.2	—			[illegible]		
32		41.6				[illegible]		
30		39.0				[illegible]		
28		36.4	—			[illegible]		
					Total %	Fatigue	Used	83

[illegible]

Axle Load Kips	2 Axle TADT = 713		3 Axle TADT = 423		4 Axle TADT = 148		5 Axle TADT = 1855		6 Axle TADT = 7		80% TADT in D.L. Total 20 Years Repetitions
	Const	Repetitions	Const.	Repetitions	Const.	Repetitions	Const.	Repetitions	Const.	Repetitions	
				Single Axle							
35							0.09	167			167
34							0.17	315			315
32							0.17	315	—	—	315
30							—	—	14.3	100	100
28							—	—	14.3	100	100
26	—	—			—	—	—	—	28.7	201	201
24	1.75	1243	—	—	3.72	551	0.44	816	—	—	2615
22	5.91	4214	3.10	1311	9.20	1362	6.28	11,649	27.4	192	18,728
20	40.4	28,805	86.9	[illegible]	202	29,896	419	[illegible]	60.4	423	[illegible],128
18	128	91,264	334	141,282	611	90,428	2060	3,821,300	349	2443	4,146,717
				Tandem Axle							
50			0.55	233			0.55	1020			1253
48			0.55	233			0.55	1020			1253
46			—	—			1.50	2783			2783
44			1.10	465			1.75	3246			3711
42			1.72	728	—	—	3.80	5936			6664
40			1.72	728	5.66	833	3.29	6103	—	—	7664
38			0.62	262	9.09	1345	22.6	41,923	28.8	202	43,732
36			13.8	5837	12.1	1791	78.3	145,247	61.4	430	152,875
34			62.7	26,522	35.4	5237	262	486,010	62.9	440	518,211
32			136	57,523	145	21,450	576	1,068,483	272	1904	1,149,372
30			61.7	[illegible]	164	24,272	292	[illegible]	462	3234	594,031
28			61.7	[illegible]	164	24,272	292	[illegible]	462	3234	592,331
26			61.7	[illegible]	164	24,272	292	541,610	462	3234	593,331

TRAFFIC ANALYSIS

SECTION: Wilsonville I.C. – [illegible]

HIGHWAY: [illegible] #1

3-21-68 ([illegible]) COUNTY: Clackamas & Marion

19500 Present ADT (1967)

12 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	530	2.36	1251	891	450	400,950
3	315	✓	743	529	1000	529,000
4	110	✓	260	185	1250	231,250
5	1380	✓	3257	2319	3180	7,374,420
6	5	✓	12	9	2570	23,130
				3933 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 8,558,750

TWENTY YEAR EWL 171,175,000

TRAFFIC COEFFICIENT 12.4

80% of Truck Traffic in Design Lane = 136,940,000 = 12.1

70% of Truck Traffic ~~[illegible]~~ in Inside Lanes = 34,235,000 = 10.2

Detour to handle Traffic for 1 year = 8,558,750 = 8.7

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 28, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville - Hubbard Interchange Section
Pacific Highway

RECEIVED
CONSTRUCTION
[illegible]

Morgan
Decker
Bond
Barbee
Walker
[illegible]
Swan
[illegible]
Trout
Scott
Wills
Litchfield
Olsen

Mr. Porter's letter dated March 22 requested approval of a proposed pavement design for a section of Interstate 5 extending from the Hubbard Interchange northerly through the Wilsonville Interchange.

The proposed design calls for the added lane to have 6 inches of lime-treated subgrade, 4 inches of crushed base, 4 inches of cement-treated base, and 8 inches of continuously reinforced concrete. It also proposes the use of a continuously reinforced concrete pavement to cover the existing pavement which would have depths from 7 to 9 inches.

This office approves the use of a continuously reinforced concrete pavement as requested from the northerly end of the Willamette River Bridge through the Wilsonville Interchange; however, we question the necessity of the 4-inch crushed stone base between the lime-treated subgrade and the 4-inch cement-treated base. We request your reconsideration of this feature of the proposed design.

The use of a 12-foot right shoulder is approved as it will be necessary to utilize this added width for handling traffic during the construction stages of the project.

It should be noted that this same typical section should apply to the proposed construction from the Wilsonville Interchange northerly to the present Tigard Interchange just northerly of the Multnomah County line.

Mark Morgan
copy to Young
4-1-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 12 1968

Form FH-121 (2-67)

UNITED STATES GOVERNMENT

Memorandum

I-5-5(40)284

7128

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 8, 1968

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(39)284
Wilsonville Interchange - Hubbard Interchange Section
File 42445, Johnson

A review of the appraisals covering the acquisition of 9.0 acres of the Johnson property indicates there is a wide spread in the value estimate ranging from $40,000 to $59,500. The property was purchased by the present owners for $32,000. The $59,500 appraisal does not include an analysis of other sales that have taken place adjacent to the subject property.

Due to the wide differences in the appraisals, we are requiring a fee appraisal of the subject property in accordance with the requirements of paragraph 1a of PPM 80-3 dated June 21, 1967. The appraiser selected for the assignment should have a well rounded background in the appraisal of commercial and industrial properties along Interstate Freeways.

4-11-68

REFERRED TO Moehring - Young
BY ASST STATE HWY. ENGR

RECEIVED
APR - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 3, 1968

In reply refer to: 08-35-EC

I-5-5(40)284

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(40)284
Wilsonville Interchange - Hubbard Interchange
Grading, Paving, Strucutres and Signing

PS&E documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. Mr. Young's April 1, 1968 request and certifying statements are accepted. A signed copy of the title sheets is returned herewith.

Right of Way: Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Oakes' March 21, 1968 report except Files Nos. 42361, Conney, 42424, Hemmerling, and 42445, Johnson. We understand these files are being negotiated but if not successful, condemnation suits will be filed and these parcels will be available for occupancy and contractor's use prior to your requesting our concurrence in award.

Utilities: Mr. Litchfield's March 27, 1968 Utility Status Report indicates that there are reimbursable utility adjustments involved and we understand the reimbursable work will be on a participating basis. We also understand that you will certify that necessary arrangements have been made for proper coordination of such work. In addition, in accordance with the provisions of PPM 30-4 and prior to your request for concurrence in award, you should furnish this office the agreements including the plans and estimate, along with the permits for each of the appropriate utilities.

Plans, Specifications and Estimate: Plans, Specifications and Estimate are currently under review and we find the following items in need of additional study:

1. It would be desirable to modify the method of connecting the median rail to the "GM" bridge median by allowing a direct connection to a blocked out rail, thus avoiding the double transition in the plans. A method similar to the one used in the Price Agreement on the Willamette River Bridge in Eugene (Oregon Project I-105-4(113)197) should be considered. ✓

(more)

copies to
M Lehning
Litchfield

EIVED
APR - 9 1968
E OF
WAY ENGINEER

REFERRED TO
Young w/encs.
By Asst. State Hwy. Engr
4-10-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Furthermore, it may be advisable to avoid the post and beam rail altogether on the northerly end of the bridge, extending the "GM" median to terminate at Station 564+50 on the fill. This would also simplify median rail construction across the full width approach slab. ✓

2. We note on Page 31 of the Special Provisions that all rail is to be painted. In view of the fact that all of Interstate 5 North of this area is to be reconstructed to six lanes and that portion south to Salem is also to have extensive reconstruction, it would seem advisable to use the current unpainted standards for all permanent rail. OK. ✓

Suppental Standard Specifications: The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Div. II Part 4 Structures (excluding Section 410)...October 1967
Div. II Part 4 Structures Section 410...............October 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

The use of Article 102-1.3, Embankment Measure, and Article 330-3.22A, Profile Index, (Supp. Stds. 3-1-67) are approved for use on this project.

We accept Article 7-10 of the Special Provisions, concerning water polution control measures as submitted by Mr. Klaboe's February 1, 1968 letter as being adequate pending approval by our Washington office.

Miscellaneous Authorizations: After award concurrence, you are authorized to proceed with contractor's flagging shown in your estimate in the amount of $5,000.00.

RECEIVED
MAR 2?
FOR FILE

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: March 25, 1968

In reply refer to: 08-35.EC/710.11

I-5-5(40)284

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7128

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's March 4, 1968 letter requested the inclusion of two items in the subject program. These Stage 2 construction phase projects are approved effective today:

Item	Project	Location	Work
527	I-5-5(40)284	Wilsonville Interchange-Hubbard Intchg. Sect.	Grade, drain, H.T. pave, illum., widen 2 structures
528	I-5-6(62)307	Wash. State Line	Remote controlled traffic signs

You are authorized to proceed with utility preparatory work on Item 527, I-5-5(40)284, Wilsonville Interchange-Hubbard Interchange Section.

To assure uniformity, we note with satisfaction the coordination between your office and the Washington State Highway Department with regard to the proposed installation of remote controlled warning signs for the Interstate Draw Bridge. Full traffic-actuated warning signs with radar detectors, as described in the enclosure to your July 3, 1967 letter, are warranted under Section 3G-16, Section 1C-1 and Section 1C-38 of the Manual on Uniform Traffic Control Devices where special design features require the motor vehicle driver to be specially alerted to unusual roadway conditions. Your proposed warning system will be reviewed, when P.S. & E. is submitted, for conformance with the general provisions for Interstate signing set forth in the Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways.

This action provides for two projects on the Federal-aid Interstate System at a total estimated cost of $4,045,000 of which $3,721,000 is reserved as Federal-aid Interstate funds.

REFERRED TO 3-27-68
Young
By State Hwy. Engr.

RECEIVED
MAR 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 25 1968
FOR FILING
I-5-5(40)284
7128

March 22, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Wilsonville Interchange-Hubbard Interchange
Section, Pacific Highway, Clackamas County

To the present time, the surfacing considered on this section has been as follows for the added lane with 10-foot shoulder:

6 inches of A.C.
8 inches of C.T.B.
7 inches of Crushed Base
6 inches of Lime Treated Subgrade

For the overlay of the existing two lanes, 6 inches of A.C. was contemplated with an allowance of 25 percent extra for patching and level.

We now believe that a design using continuously reinforced concrete should be considered for both the new lane and overlay of the existing asphaltic concrete and submit the following for your approval:

For Added Lane:

8 inches of Continuously Reinforced Concrete
4 inches of C.T.B.
4 inches of Crushed Base
6 inches of Lime Treated Subgrade

For traffic reasons, the added lane would require a 12-foot shoulder.

For Overlay of the Existing:

Continuously reinforced concrete varying in depth from 7 inches minimum to 9 inches maximum. Leveling prior to placing the concrete to be accomplished with A.C.

A comparison of costs has been made for one added lane and shoulder, one mile in length, using the following unit costs supplied by our Cost Section:

Asphaltic Concrete	$ 6.00 per ton
Crushed Base	2.50 per ton
C.T.B. Mixture	3.75 per ton
Cement in C.T.B.	30.00 per ton
Lime Treatment (6" deep)	.60 per sq. yd.
Continuously Reinforced Concrete (8" deep) (Slipform)	6.25 per sq. yd.

With these figures, the initial costs would be:

Concrete	$90,760.00 per mile
Asphalt	74,997.00 per mile
Difference	15,763.00 per mile

Applying present worth cost figures for anticipated A.C. overlay within 14 years and difference in maintenance costs gives $7,451 per mile in favor of the concrete, or a net difference of $8,312. The costs for the concrete design include the extra 2 feet of shoulder width.

With the unit prices given, overlaying the existing A.C. surface with 8 inches (nominal depth) of C.R.C.P. is estimated to cost roughly twice as much as a similar depth of A.C. However, the concrete overlay should correct a constant maintenance problem through this section.

The desirable features of continuously reinforced portland cement concrete have been previously discussed. We would appreciate an early reply to this proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young

GLD:fw srb

COMMISSIONERS
WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

I-5-5(40)284
7128

Routing
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 1[illegible] 1968
CONSTRUCTION DIVISION

March 15, 1968

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 12, 1968 which enclosed the plans for the following projects.

Wilsonville Interchange-Hubbard Interchange Section, Pacific Highway, Clackamas County

Bully Creek Reservoir-Vale-West Highway Section, FAS 23-106, Malheur County

Washington State Line-Victory Boulevard Section, Pacific Highway, Multnomah County

None of the above projects will have any adverse effect on wildlife resources, and they are approved. We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/ln

cc: Director, OFC

3/18/68 Copies to:

F. B. Klaboe ✓
Frank Hall (3)
J. E. Morelock
A. F. Parson (2)
L. H. Young
T. C. Roake
R. D. Asburry (2)
L. W. Rulien (2)

NK

RECEIVED
MAR 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 12 1968

FOR FILING
I-5-5(40)284
7128

March 11, 1968

Oregon State Highway Commission

Gentlemen:

A State-County agreement has been prepared covering the installation of illumination on the Wilsonville Interchange on the Pacific Highway in Clackamas County.

This agreement provides that the State shall do the work at an estimated cost of $23,000 (this is an Interstate project) and maintain the luminaire units after installation. The County is to pay for all electrical energy consumed.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for the April 16 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
L. W. Rulien
H. S. Cox
C. E. Maison

VPJ:njc jes

RECEIVED
MAR 5 - 1968
FOR FILING

I-5.15(40) 234

7128

March 4, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two Interstate Projects, Items 527 and 528, which we desire to have included in the Federal-Aid Interstate Highway Program.

Item 528 is being programmed as a "Safety Improvement" in accordance with Mr. A. W. Parsons' letter of August 8, 1967, Subject: Spot Improvement Program.

These projects are scheduled for the April 25, 1968 contract letting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:slh

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 2.1 mi. N. of Marion County Line N. 1.35 mi. 21 65	**ADT**	PRESENT 17,900	FUTURE 61,400 (66) (70)	YEAR 88 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave., 2 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. I · FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		I-5 2.1 mi. N. of Marion Co. Line N. 1.35 mi.			
5					**ROW**		(Wilsonville Intchg.- Hubbard Interchange Section)			
5					**CONST** (CODE)			1.35	4,000,000	3,680,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.35	4,000,000	3,680,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

ine 65	**ADT**	PRESENT 17,900	FUTURE 61,400 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 527 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) I- 14 23 NUMBER 5-5(40) SEQ. NO. 7 13	I. Projects Only POST MI. 284 (24) (26) DESIG. 27

COUNTY NAME Clackamas CODE 005 (14) (16)

ROUTE NO. I FEDERAL-AID I-5 (32) STATE (36) (37) U.S. I-5 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., H.T. pave., illumination of interchange ramps, revision of 1 twin O'xing & 1 bridge (length 1,240') to provide, with existing 4-lane facility, ultimate 6-12' lanes with 10'R & 6'L shoulders. ROW-300' normal; Access Control-Full; Parking Restrictions-Complete Utilities-Adj. req. incl. prep. work.
1.35	4,000,000	3,680,000	320,000		
1.35	4,000,000 (16) (23)	3,680,000 (24) (33)	320,000		

REMARKS
Additional Data: Items 453 and 526, Projects I-5-5(33)284 and I-5-5(39)284.

USCOMM DUSCOMM-DC 48908-P61

WILSONVILLE INTERCHANGE-HUBBARD INTERCHANGE SECTION

Project I-5-5(40)284

Additional Project Data:

The proposed project consists of grade and drain to provide additional 2 lanes, construction of 6-12' lanes high-type pavement (existing 4-lane facility to be utilized to the extent practical) with 10'R and 6'L shoulders, 20' to 76' median, revision of frontage road (20'), illumination of Wilsonville Interchange ramps which are being revised, widening of two O'xing structures to provide H.C. 54' northbound and southbound, revision of Willamette River Bridge to provide 6-12' traffic lanes H.C. 116' (20' median).

Unusual Circumstances: There will be incidental grading (approximately 400') beyond the south limit of the project. Borrow material is being obtained from the Hubbard Interchange within the future revision area of interchange.

Public hearing data furnished previously under Project I-5-5(33)284.

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

Klaboe

I-5-5[illegible]4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 23, 1968

In reply refer to: 08-35.EC/710.11
X-file: I-5-4(61)246
I-5-5(39)284

G R Brooks

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

REFERRED TO 2-28-68
Young
ASST. STATE HWY. ENGR

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's February 7 and 13, 1968 letters requested the inclusion of right of way and preliminary engineering items in the subject program. These two Stage 2 projects are approved effective today:

Item	Project	Location	Work
525	I-5-4(61)246	North Jefferson Interchange	P.E. (Safety)
526	I-5-5(39)284	Wilsonville to Hubbard Interchange	ROW (Widening)

On Item 525, I-5-4(61)246, North Jefferson Interchange Section you are authorized to proceed with all phases of preliminary engineering effective today. Programing action on the construction phase project will be conditioned to:

(1) Delineation of the degree of access control on applicable crossroads if not previously established, and

(2) Extinguishment of all access rights for utilities if not previously established.

These items shall be specifically mentioned in your construction programing letter.

WORKED
C.S. KLABOE

For Item 526, I-5-5(39)284, Wilsonville Interchange to Hubbard Interchange Section you are authorized to proceed with right of way incidentals and relocation payments for the entire project effective today. Also you are authorized to proceed with actual acquisition of Parcels # 42445, 42361, 42424, 20861 and 20862 effective today.

These projects are acknowledged as complying with your February 13, 1968 proposed schedule in accordance with IM 30-2-68.

This action provides for ROW or PE on 1.94 miles of Interstate Highway at a total estimated cost of $246,400 of which $225,700 is reserved as Federal-aid Interstate funds.

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

CC: Region - w/attach.
Wash. D.C. (Prog. Anal.) w/attach
Wash. D.C. (Proj. Coord.) w/attach
V. Boyd-OSHD
R. Chase-OSHD
S. Huff-BPR
J. Baker-BPR

RECEIVED
FEB 26 1968
FOR FILE

FRED STEFANI, Chairman
S. C. ELY, Commissioner
STAN SKOKO, Commissioner

COUNTY OF CLACKAMAS
Board of Commissioners

COUNTY COURT HOUSE OREGON CITY, OREGON 97045

Phone OLive 6-2641

I-5-5(40)2821
7128

1273

February 20, 1968

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

In reference to your letter of February 9th, wherein you request the cooperation of the Clackamas County Board of Commissioners to assume the power cost for the proposed illumination of the interchange between I-205 and I-5 north of Wilsonville, please be advised that this interchange is situated in Washington County.

P E
I-205-7(1)240

In reference to your letter of February 16th in regards to the proposed illumination of the Wilsonville and Hubbard interchange of Pacific Highway I-5, this Board is in agreement to assume the power costs of the proposed illumination.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

S C Ely
Commissioner

Stan Skoko
Commissioner

Copy Granted!
2-26-68

FS/ls

RECEIVED
FEB 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 16 1968

FOR FILING

I-5-5(40) 284
7128

1672

February 16, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

There are attached two copies of a plan showing proposed illumination at the Wilsonville Interchange on Interstate 5. This illumination would be installed as a part of the forthcoming project to reconstruct the interchange. The estimated cost is $23,000.

The traffic volumes at this interchange are sufficiently high to exceed the requirements for Case B-4 of the Informational Guide in the instance of total ramp volume (3,400) and Case B-5 for total freeway volume (19,900). Also, there is substantial commercial development with lighting in the immediate vicinity of this interchange. It is believed that this is sufficient to meet the requirements of Case 61. Clackamas County is being asked to assume the power costs for this interchange.

Your approval of this installation as an Interstate project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young
L. W. Rulien

VPJ:ji ja

RECEIVED
FEB 16 1968

FOR FILIN

I-5-5(40)284

7128

February 16, 1968

Clackamas County Board of Commissioners
County Courthouse
Oregon City, Oregon 97045

Gentlemen:

As a part of the construction of the Wilsonville Interchange-Hubbard Interchange Section of the Pacific Highway (I-5), we are considering a plan to illuminate the Wilsonville Interchange north of the Willamette River.

The illumination plans will include nineteen 700-watt mercury vapor luminaire units. The Interstate freeway lighting requirements, as set forth in policy statements, require participation of local governments. For this reason, we have solicited county or city support by their assumption of power costs. The State Highway Department pays the original installation costs and maintains the luminaires.

The purpose of this letter is to ask that the Clackamas County Board of County Commissioners assume the power costs for the proposed illumination at the above interchange. If such an arrangement would be satisfactory and if you would so inform me, we will arrange for the preparation of the necessary agreements.

Your cooperation in this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

VPJ:ji ja

RECEIVED
FEB 15 1968

I-5-5(40)294

7138

February 13, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate ROW Project, Item 526, Project I-5-5(39)284 which we desire to have included in the Federal-Aid Interstate Highway Program.

We hereby request your authorization to proceed with the incidental work and relocation assistance for the entire project and the actual acquisition of five parcels, file Nos. A2445, A2361, A2424, 20861 and 20862. The entire project consists of approximately 12 parcels, and authorization to acquire the remaining parcels will be requested in the near future.

In support of the above request, we are submitting copies of Mr. Oakes' memos of February 2, 1968 and February 7, 1968 relative to the estimated cost of the project and two copies of R/W Map File 1A-8-7 with parcels involved outlined in red.

The physical construction of this section is scheduled for contracting on April 25, 1968 (Item No. 2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By R M Chase

for L. R. Young
Office Engineer

RNC:slh

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PRO

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5 1.4 mi. N. of Marion Co. Line N. 1.33 mi 21 65	**ADT**	PRESENT 17,900	FUTURE 61,400 (66) (70)	YEAR 88 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Right of Way 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Cl
	NAME OF URBAN AREA 17-31	ROUTE NO. I | FEDERAL - AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	52		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 1.4 mi. N. of Marion Co. Line N. 1.33 mi. (Wilsonville Interchange-Hubbard Interchange Section)			
5					**ROW**			1.33	241,200	221,000
5					**CONST** (CODE)					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.33	241,200	221,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1.33 mi	**ADT**	PRESENT 17,900	FUTURE 61,400	YEAR 88	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 526

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 5-5(39)	SEQ. NO.	I. Projects Only POST MI. 284 / DESIG.

COUNTY NAME Clackamas CODE 005

ROUTE NO. I

FEDERAL-AID I-5 STATE U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

		ESTIMATED PROJECT COST BY PHASES				
	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Right of way purchase including incidental work and relocation assistance. (Future additional 2-12' lanes H.T. pave. & revision of existing strs. and pavement to provide 6-lane facility)
d n)	1.33	241,200	221,000	20,200		
	1.33	241,200	221,000	20,200		

REMARKS
Additional Data: Item 453, Project I-5-5(33)284.

104(b)(5) 1968 Estimate $147,000 - Sections B-5.5, C-1.0 and C-2.0.

Remarks Continued -

Relocation Assistance:	2 Families - $400
	1 Business - 800

Public Hearing: This project covered in data submitted for Project I-5-5(33)284.

RECEIVED
NOV 20 1967

I-5-S(10)-4
7126

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT(OAN-5)
U.S. COAST GUARD
WASHINGTON, D.C.
20591

3271
NOV 8 1967

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

5815
5981

Dear Sir:

The original of the permit authorizing reconstruction of the bridge across the Willamette River at Wilsonville, Oregon is enclosed.

This is beingforwarded directly to you so as to facilitate any immediate action which you may need to take.

If we can be of any further service to you, please feel free to call upon us.

Sincerely yours,

H. F. Olson

H. F. OLSON
Commander, U. S. Coast Guard
Chief, Bridge Branch
By direction of the Commandant

Encl: Original permit

RECEIVED
NOV 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 10 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
TOM EDWARDS

NOTED
R. L. PORTER

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT
U.S. COAST GUARD
WASHINGTON, D.C.
20591

APPROVAL OF LOCATION AND PLANS OF BRIDGE

7 NOV 1967

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled General Bridge Act of 1946 (33 U.S.C., 525-533, as amended) the consent of Congress was granted for the construction, maintenance, and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under section 502(b) of said act as transferred to and vested in the Secretary of Transportation by section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary of Transportation to the Commandant of the Coast Guard in title 49 Code of Federal Regulations, part 1, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the — OREGON STATE HIGHWAY DEPARTMENT — has submitted plans and a map of location of a bridge to be reconstructed across the WILLAMETTE RIVER at WILSONVILLE, in the State of OREGON;

NOW THEREFORE, This is to certify that the location and attached plans are hereby approved by the Commandant, subject to the following conditions:

1. The Commandant may arrange with the Corps of Engineers for the District Engineer in charge of the locality within which the bridge is to be built to supervise its reconstruction in order that said plans shall be complied with.

2. All work shall be conducted so that the free navigation of the waterway shall not be unreasonably interfered with and the present navigable depths shall not be impaired. The channel or channels through the structure shall be promptly cleared of all falsework, piling or other obstructions placed therein or caused by the reconstruction of the bridge, to the satisfaction of the said District Engineer, when in his judgment the reconstruction work has reached a point where such action should be taken, and in any case not later than ninety days after the bridge has been opened to traffic.

3. The approval hereby granted shall cease and be null and void unless the actual reconstruction of the bridge be commenced within 2 years and completed within 4 years from the date of this instrument.

4. No deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant of the Coast Guard.

W. J. Smith
W. J. SMITH
Admiral, U. S. Coast Guard
Commandant

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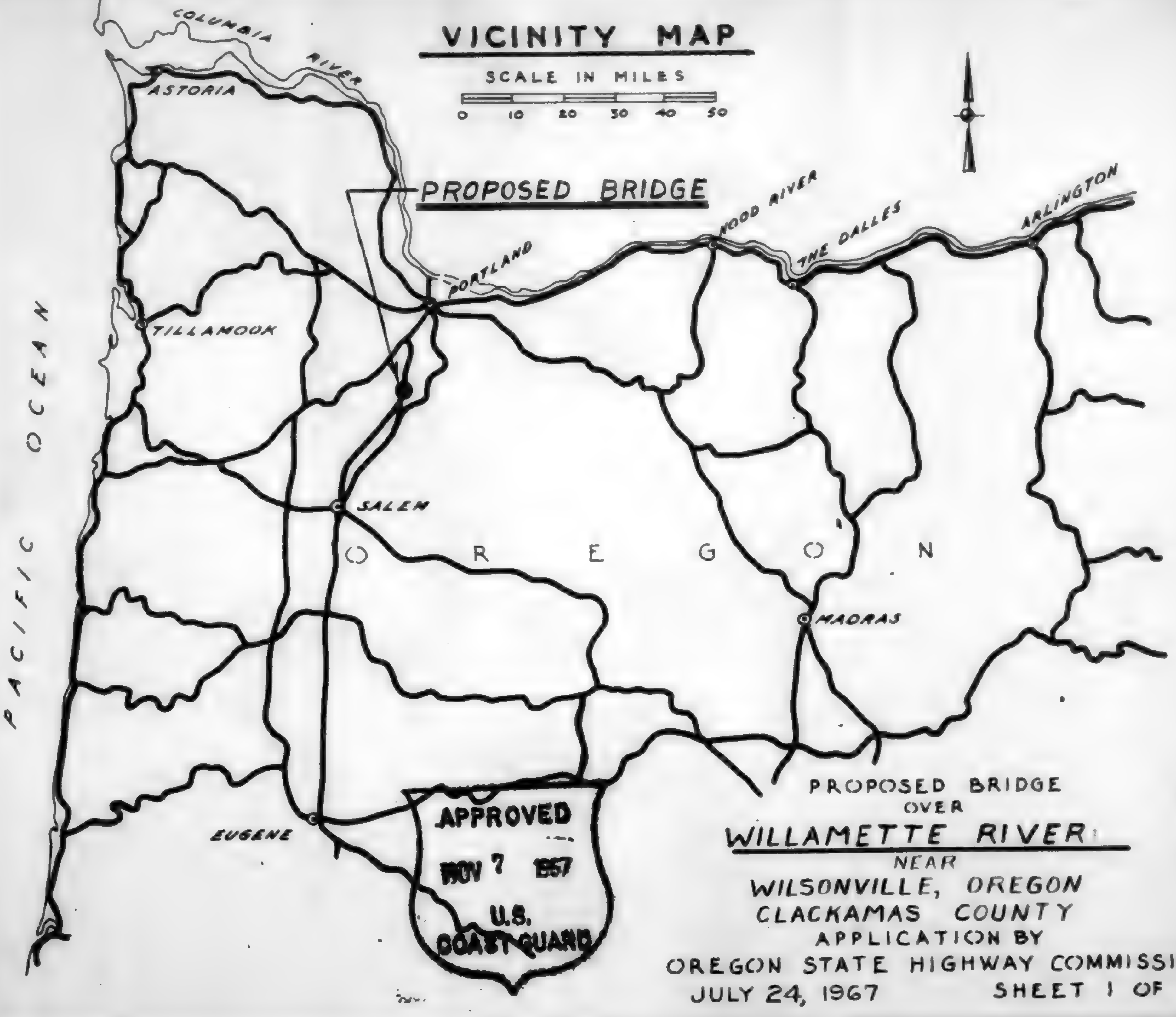
[illegible] HIGHWAY DEPT
BRIDGE DIVISION
AM [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

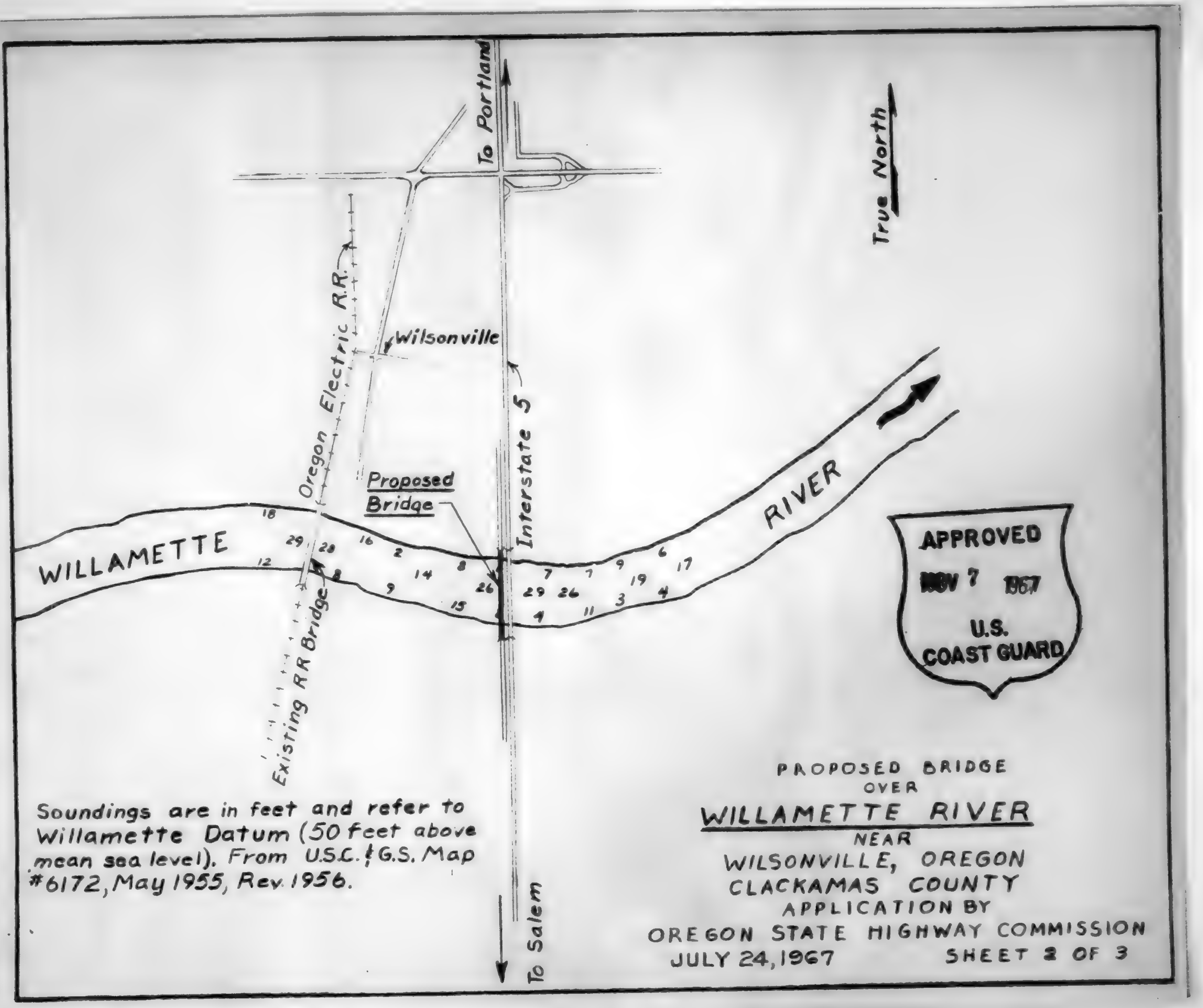
VICINITY MAP



APPROVED
NOV 7 1967
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
NEAR
WILSONVILLE, OREGON
CLACKAMAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 24, 1967 SHEET 1 OF 3

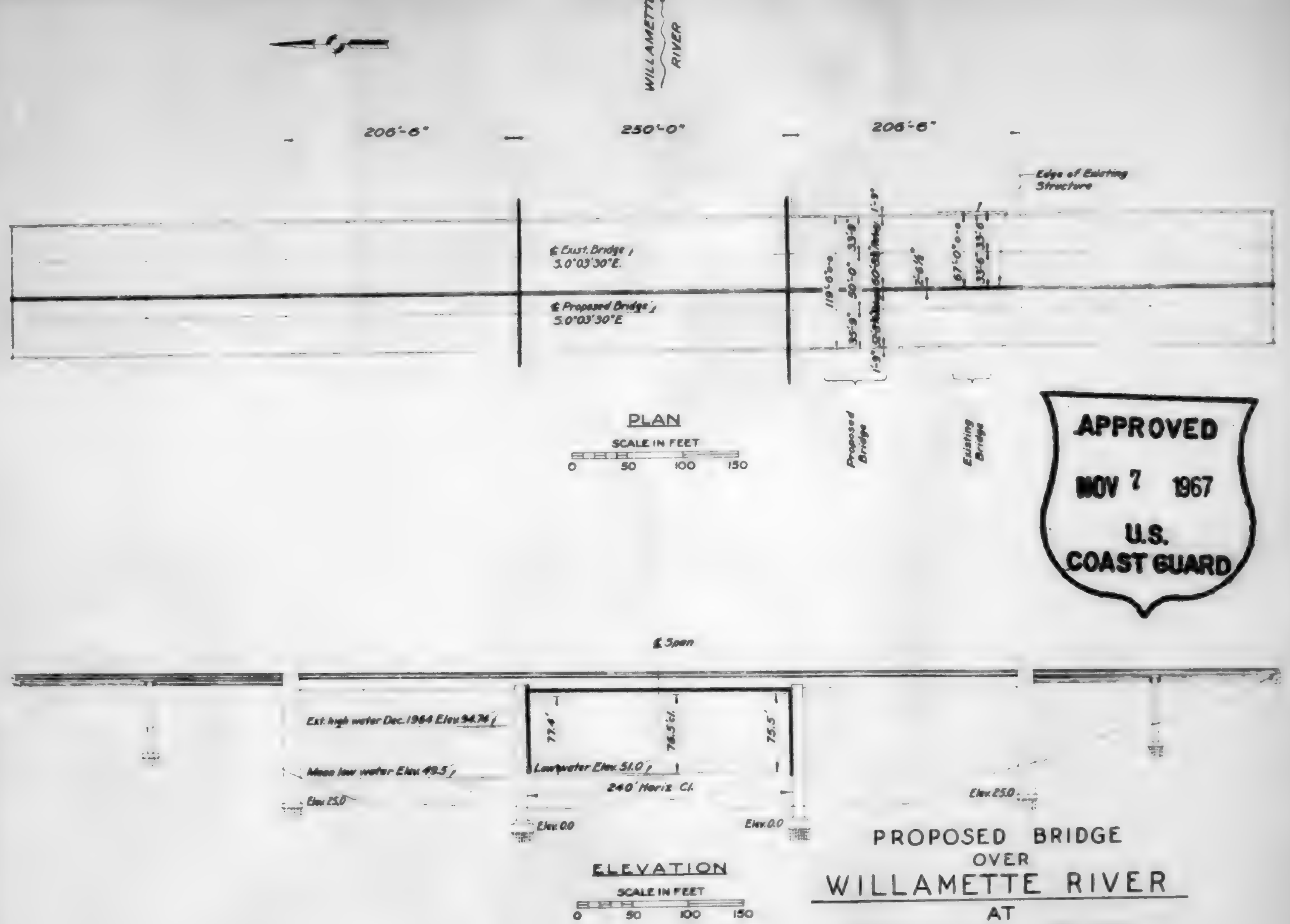
Incl 1



Soundings are in feet and refer to Willamette Datum (50 feet above mean sea level). From U.S.C.&G.S. Map #6172, May 1955, Rev. 1956.

APPROVED
NOV 7 1967
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
NEAR
WILSONVILLE, OREGON
CLACKAMAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 24, 1967 SHEET 2 OF 3



APPROVED
NOV 7 1967
U.S.
COAST GUARD

MILES ABOVE MOUTH OF RIVER 38.5

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
WILSONVILLE, OREGON
CLACKAMAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 24, 1967 SHEET 3 OF 3

RECEIVED
SE[illegible]67
F[illegible]G

I-5-5(46) 2[illegible]4
7128

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (O-4)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

5410
5 September 1967
Serial: 498

6012
S[illegible] 7 67

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon. 97310

5943
5981

Dear Mr. Cooper:

In reply to your letter of 29 August 1967, enclosed is an approved copy of navigation bridge lighting for the Wilsonville Bridge No. 2254A across the Willamette River in Clackamas County, Oregon.

After the bridge has been completed and the permanent navigation lights have been installed, please advise this command so an inspection may be made as required by the Code of Federal Regulations, Title 33, subchapter C, subpart 68-10-15.

Sincerely yours,

Victor Koll
VICTOR KOLL
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Dwg No. 22793

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

RECEIVED
SEP 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 8 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
SEP 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Monk
RB

RECEIVED
AUG 31 1967

FOR FILING

I-5-5(40)
7128

August 29, 1967

Commander
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

5943

Attention: Lt. J. K. Andrews

Re: Willamette River (Wilsonville)
Bridge
Wilsonville Interchange-
Hubbard Interchange Section
Pacific Highway I-5
Clackamas County
Bridge No. 2254A

Your Reference 5410
Serial 466

Dear Sir:

In reply to your letter of August 17, we are attaching two prints of Drawing No. 22793 which is the plan and elevation for the subject structure. On this drawing we have delineated the location and type of navigation lights which we propose to use.

Will you please review and return one print with your approval noted thereon.

We will keep you informed as to any activity of floating equipment, along with the beginning and ending dates of their operation, as requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

Attachments (2)

TCR:mb ja

5940

AUG 21 67

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (o-4)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

REFERRED TO
admin
BY SECRETARY

5410
17 August 1967
Serial 466

Oregon State Highway Department
Salem, Oregon 97310

Edwards

Gentlemen:

Reference is made to public Notice No. 67-106 dated 11 August 1967 issued by the District Engineer, Corps of Engineers, U. S. Army, Portland, Oregon regarding your application for a Department of the Army permit to reconstruct the existing Willamette River Bridge on Interstate Highway 5 at Wilsonville, Oregon.

It is requested that you furnish this office two drawings showing plan and elevation views of the proposed reconstructed bridge and the proposed navigation lighting, for approval by the Coast Guard, as required by Title 33, Code of Federal Regulations, Part 66.

The Coast Guard has no objection to your proposed activity. After a permit has been issued by the Corps of Engineers, it is requested that you advise the Coast Guard as early as practicable of your proposed activity, so that an advance Local Notice to Mariners may be issued if required. The information desired is the type and amount of floating equipment that will be in the area, and the beginning and ending dates of the operation.

Sincerely yours,

J. K. Andrews
J. K. ANDREWS
Lieutenant, U.S. Coast Guard
Assistant Chief, Aids to Navigation Branch
By direction of District Commander

AM PM
7,8,9,10,11,12,1,2,3,4,5,6

Montgmt RO

RECEIVED
AUG 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 18 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 22 1967

FOR FILING
I-5-5(46)284

7128

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. Merchant

DATE: August 15, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project I-5-5(33)284
Willamette River Bridge at Wilsonville
Preliminary Plans for Widening and Reconstruction

With reference to Mr. Merchant's letter of August 2 and in confirmation of earlier verbal approval, we approve the revised cross section with 16-foot median as shown on Drawing 22794.

NOTED
F. B. KLABOE

Copy - Klaboe
Merchant
Young

orig to Morgan
8-21-67

NOTED
TOM EDWARDS

RECEIVED
AUG 16 1967
OFFICE
STATE HIGHW.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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1967

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I-5-5(46)294

7128

August 4, 1967

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland, Oregon

Subject: Willamette River Bridge
at Wilsonville - Reconstruction
Interstate 5
N. Tigard Intchg.-Hubbard Interchange
Section

Dear Sir:

By an instrument dated 19th June, 1952 and designated as "NPP 800.6 (Willamette River - Bridges) -4, the State received approval of location and plans for a bridge across the Willamette River at Wilsonville.

The Oregon State Highway Department desires to reconstruct the existing Willamette River bridge at Wilsonville to provide six lanes plus an auxiliary lane and other reconstruction to bring this structure to present-day Interstate highway standards. Horizontal clearances for the reconstructed bridge will be the same as for the present structure; however, vertical clearances will be increased slightly over those now existing because of a change in grade. The reconstruction will be financed by state and federal highway monies.

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon, for approval by the Chief of Engineers and the Secretary of the Army of plans of the bridge to be reconstructed across the Willamette River at Wilsonville, 38.5 miles above the mouth of the waterway as shown on the attached plans. Legal authority for the structure is found in the General Bridge Act of 1946.

Enclosed herewith, are copies of minutes of the Highway Commission approving this construction which is known as the North Tigard Interchange-Hubbard Interchange Section of the Pacific Highway, Survey Resolution No. 334.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

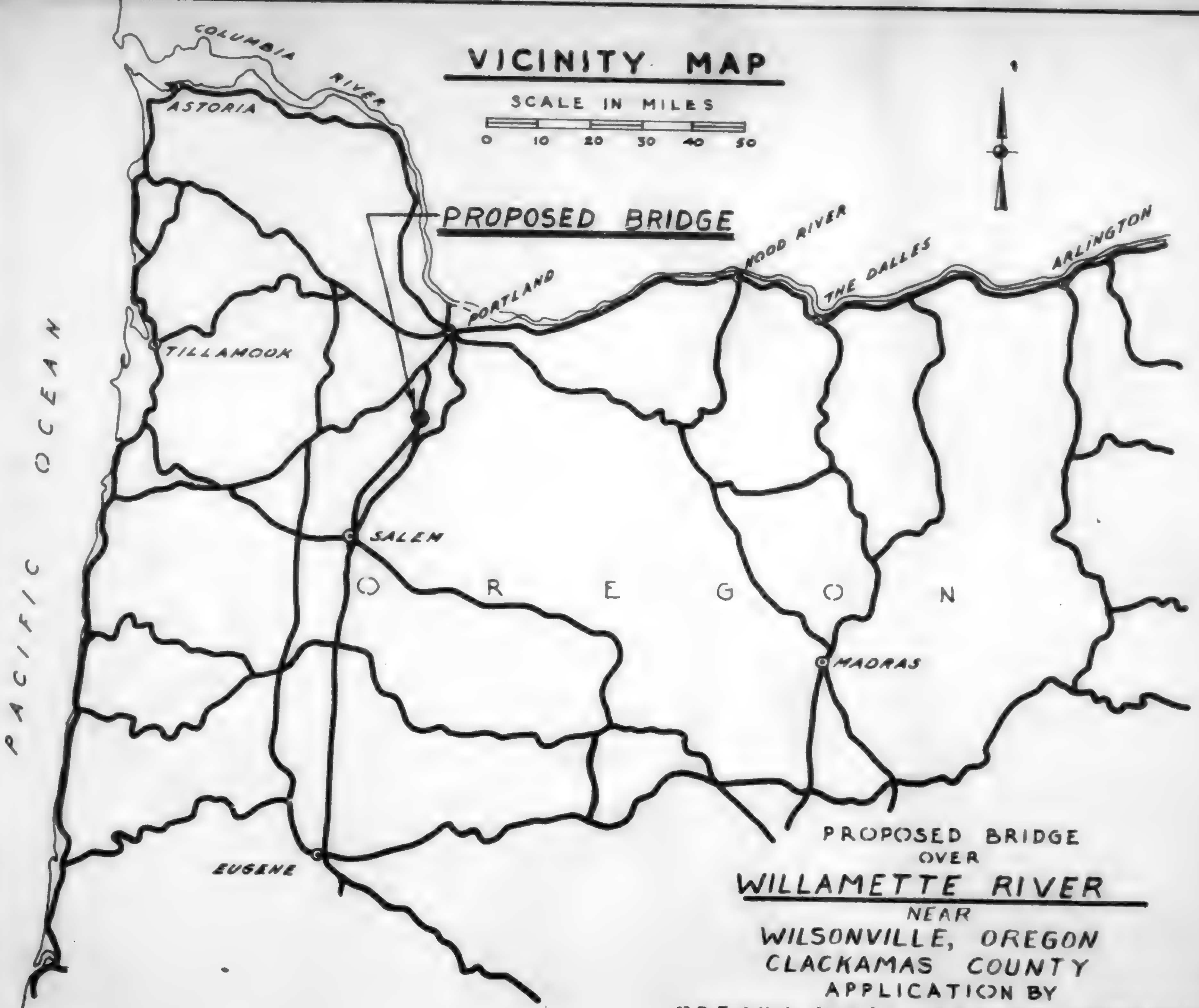
RECEIVED
AUG 4 - 1967
OFFICE
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

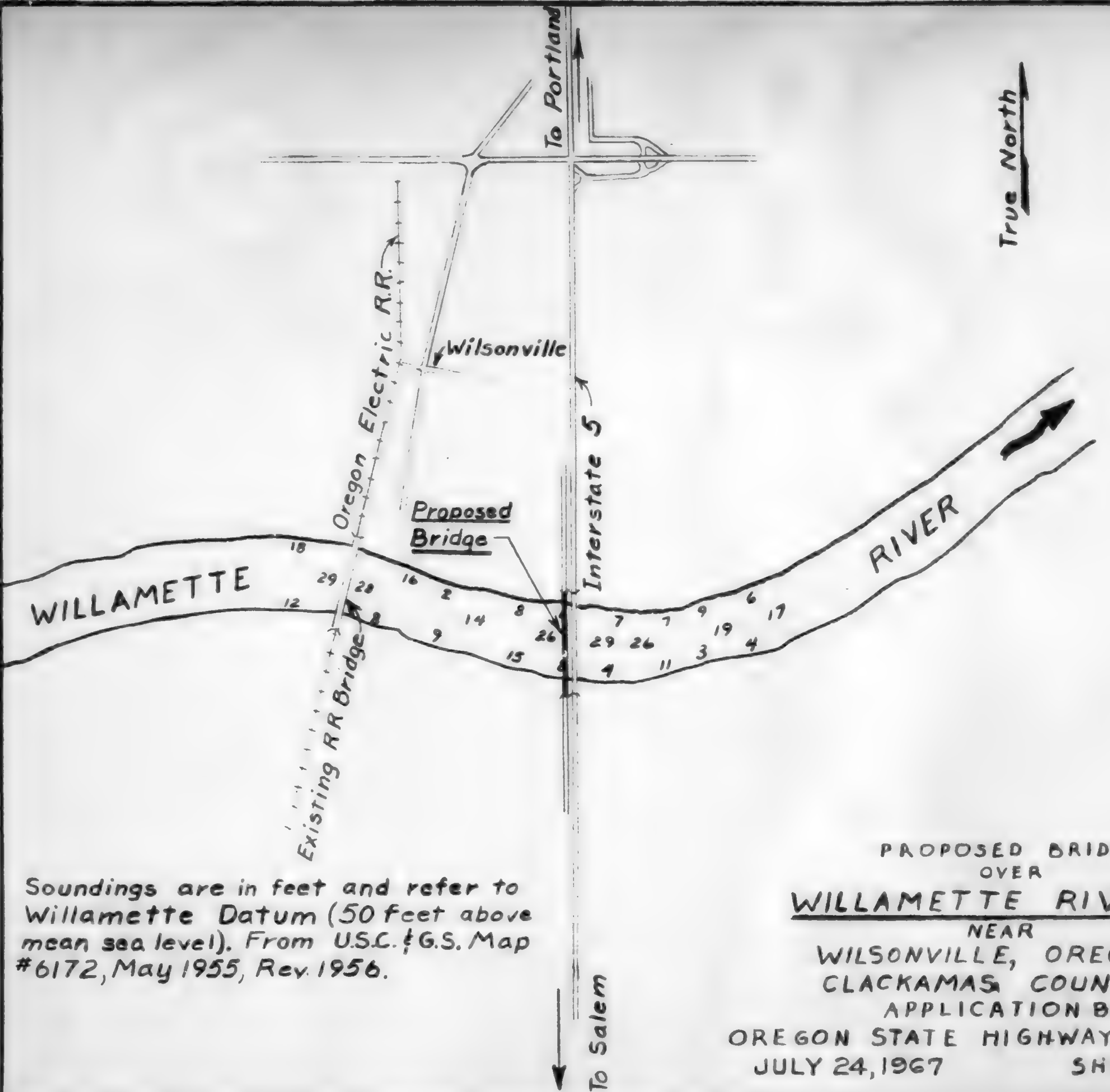
IDM:mb
Enc.
cc: Mr. Tom Edwards

FILE Copy Br 2254A

VICINITY MAP

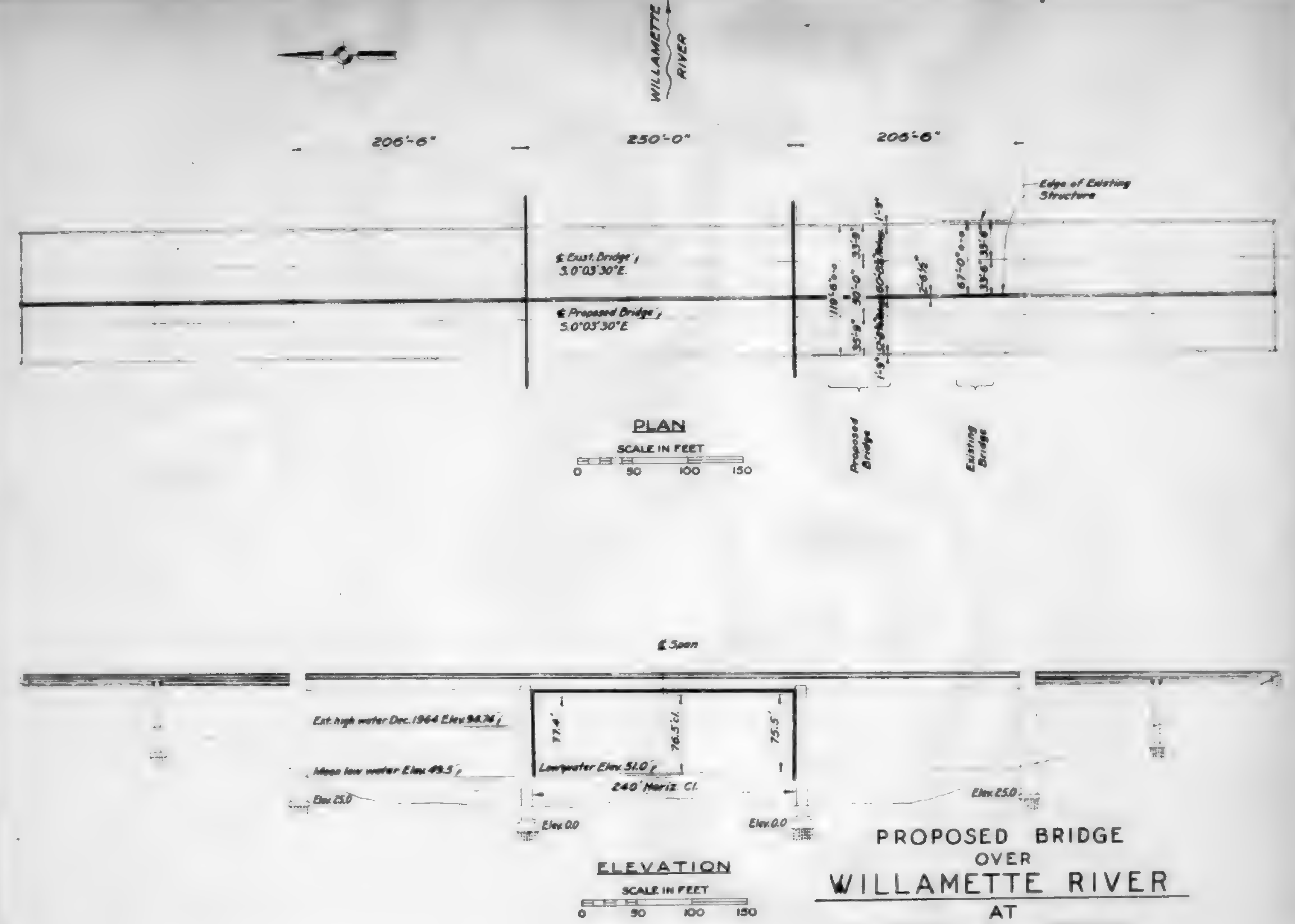


PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
NEAR
WILSONVILLE, OREGON
CLACKAMAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 24, 1967 SHEET 1 OF 3



Soundings are in feet and refer to
Willamette Datum (50 feet above
mean sea level). From U.S.C.&G.S. Map
#6172, May 1955, Rev. 1956.

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
NEAR
WILSONVILLE, OREGON
CLACKAMAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 24, 1967 SHEET 2 OF 3



MILES ABOVE MOUTH OF RIVER 38.5

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
WILSONVILLE, OREGON
CLACKAMAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JULY 24, 1967 SHEET 3 OF 3

RECEIVED
JUL 31 1967
FOR FILING

I-5-5(46)384
7128

1107

Cross Referenced To:
Adm
Real Prop
Ref to Sell

July 28, 1967

Mrs. Elaine Schmeer
Route 2, Box 58-B
Sherwood, Oregon 97140

Dear Mrs. Schmeer:

This is in reply to your letter dated July 10 regarding State-owned property in the Wilsonville area.

At present, a survey is in progress in the field for the widening of Interstate 5 and until this is completed, our right-of-way needs in this area will not be known.

Since the recent Legislature passed the Willamette Greenway bill, studies are underway for public facilities along the river and no State property adjacent to the river can be released for sale until such needs are known.

Under these circumstances, the Highway Department cannot at this time sell the land you wish at Wilsonville.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
R. D. Asburry

DNS:jr cp

JUL 24 67

Wolfe
Draft Please

Rt. 2, Box 58-B
Sherwood, Oregon
July 10, 1967

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUL 24 1967
CONSTRUCTION
DIVISION

Mr. Glen Jackson
Oregon State Highway Department
Salem, Oregon

Dear Mr. Jackson:

Porter

Wilsonville is my home, and I am proud of our growing community. As a Jaycee wife as well as a resident I have been a part of helping Wilsonville to develop and expand. Growth potential is tremendous in our area, both residential and industrial.

The Oregon Sanitation Department of the Board of Health has said no more multi-dwelling commercial or industrial buildings can be erected in Wilsonville unless and until we have a sewage treatment plant. The whole community has undertaken this project and has extensively reviewed the matter of a treatment plant. The residents and businesses of Wilsonville are ready to stand the cost and planning involved. The next step in our plan of action is to find the land for such a treatment plant. The old Highway Department barrow pit located adjacent to Interstate 5 and bordering the Willamette River on the south is an ideal location. The land is not being used; it is a low area with perfect drainage for a sewage treatment plant. The State Highway Department owns this land and this letter is an appeal for that land. In addition, a strip of land between this barrow pit and the river is also being sought. We would like to develop it into a park. It lies at a different level than the barrow pit and, therefore, could be screened off from the sight of the sewage treatment plant. We are asking for this adjacent property because Wilsonville has no parks, but we do have many children who could be using and enjoying a park.

It is necessary that you understand this is not a slight matter with us. Our community has a reputation for getting the job done. Therefore, you may feel assured that if this land could be given for these purposes it would not lie in waste as the product of an idea that never came to life.

We are in desperate need of the barrow pit if we are to grow. Other pieces of land have been studied, with the result being that the barrow pit is the best site for the plant.

You must know that Wilsonville and other towns down through the Willamette Valley are absorbing the outgrowth of our cities. We have to prepare for this.

If you can help us with this land and with our problems, you would not only be giving us an opportunity to build this plant we need so desperately but also the great opportunity to share in community development. We sincerely hope you will give this entire matter your serious thought and consideration.

Sincerely,

WILSONVILLE JAYCEE-ETTES

Carolyn J. Schmeer

(Mrs.) Carolyn Schmeer, President

Mrs. Blaine Schmeer

RECE
JUL 21 1967
OFF
STATE HIGHW.

RECEIVED
MAY 2 [illegible]

FOR FILES

I-5-5(40)284

7128

Form CD-121 (11-63) (Pres. by A.O. 203-3)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: May 12, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project I-5-5(33)284
Willamette River Bridge at Wilsonville
Preliminary Plans

With reference to your letter of April 12, 1967, our Washington office now advise that they approve the preliminary plans as submitted.

Copy - [illegible] Young 5-16-67

NOTED
TOM EDWARDS

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FO [illegible] ENG
I-5-5(40)284
7128

April 12, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project FK I-5(33)284
Willamette River Bridge at
Wilsonville
Pacific Highway
Clackamas County
Bridge No. 2554A

Your File: 08-45.6

Dear Sir:

We have reviewed your proposed arrangement of main spans during reconstruction of the subject structure, as shown on your Sketch L-6-67 with your memorandum of April 3 which indicates a proposed construction sequence. This method will not be acceptable for the following reasons:

1. The construction sequence requires the alternate removal and replacement of the deck on each half of the existing steel spans with the opposite half under traffic. With steel spans of the length involved, the deflection under the weight of the deck is on the order of four and one-quarter inches. The practical difficulty of setting screed forms to the proper elevation and having the deflection on the last half close enough upon final placement of the deck so that no objectionable elevation differential occurs across the center joint is problematical.

Analysis of the lane pattern indicates that this joint would be in the exact center of one wheel track. For years, attempts have been made, especially on concrete paving, to achieve a smooth joint when pouring two-lane construction, with generally poor results. Traffic tends to shy from a rough joint. In this instance, an unsafe traffic pattern would accrue.

2. Installing the cross ties between the two existing structures under live load is virtually impossible. Deflection under live load of one-half of the structure could be one and one-half inches, relative to the other half.

3. We can see no reason for the installation of the stringer support at the centerline between structures. The placing of this stringer after pouring both decks would be expensive. Stressing it to pick up any load would be a hit and miss proposition. The balance of the stringers will be composite type construction, which cannot be achieved here. Our honest opinion is that a strip of scotch tape would be equally effective.

The installation as suggested, which seals the center joint with a high early strength no-shrink grout, is of no value whatever as the grout in the thin sections involved would crack and spall out under live load.

We cannot agree with the alternate method of placing cross frames and stringers mentioned in Item 6, in view of the deflection differential. We cannot figure out how to install "loosely connected" closures with deflections in the four-inch range.

4. The sketch indicates approximately a seven-foot deck cantilever on the new southbound structure to join with the existing structure. This would leave an open joint and with a single truck adjacent to the joint on the new structure, could develop a differential deflection on the order of one and one-half inches. This amount of deflection could be very disastrous to a car traversing the joint and traveling at high speeds immediately preceding or following the truck.

5. The joint referred to above also contemplates pouring decks on separate long-span steel girder structures and having the final finished product meet at a theoretical deck surface. Calculation of dead load deflections, theoretically an exact science, actually never seems to come out exactly. In addition, the middle portion under this

this plan would have to deflect to conform to two conditions. On one side it must meet a four girder section with a 31-foot deck; on the other side it must meet a three girder section with a 40-foot deck. By experience, we think this is virtually impossible.

6. The suggestion that the footing of the new pier could overlap the footing of the old pier is not practical. The new pier must be built within a cofferdam which will have a minimum head of 50 feet of water. To overlap the footing as suggested, would require a cofferdam around the entire existing pier, excavated below the existing seal, and pouring a seal closure to unwater the entire new and old footing area. Any other method of providing the footing overlay would entail steel forms placed under water by divers and tremie concrete or an attempt made to provide a watertight area outside the cofferdam and concrete placement in the dry. Either method would be extremely difficult from a construction standpoint. This item in itself would be more costly than the entire amount of saving estimated by your method of construction.

7. The sequence of construction indicated in your memorandum of April 3 would require cutting the intermediate bents of the approaches at a center column. This, in turn, would require the remaining portion of the floor beams to be supported on driven pile falsework during the reconstruction period.

8. The proposed schedule of operations would require the center portion of the structure to be reconstructed between the two lanes of northbound and the two lanes of southbound traffic and would force the contractor to work entirely from the end of the spans toward the centerline of the structure. The erection of prestressed beams in this congested area would be a difficult and costly item of work.

In summary, it is believed that the method outlined in our letter to you and as indicated on our Drawings No. 22793, 22794 and 22795 is the most practical method of reconstruction. In this reconstruction, it is realized that some excess deck width will prevail at the end of the reconstruction period; however, our proposed construction method provides for four lanes of traffic on a separate structure and permits the reconstruction of the existing structure in its entirety with no interference from traffic live load.

It is our belief that when the practical aspect is taken into consideration, our proposed reconstruction will be less costly than the method indicated on your Sketch L-6-67 and your memorandum of April 3.

We request your approval for proceeding on the previously submitted construction method and schedules.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

IDM:mb/TE:ja

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 3, 1967

In reply refer to:
08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

FROM : W H Parsons
W. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(33)284
Willamette River Bridge at Wilsonville
Widening and Reconstruction

The preliminary plans for this structure have been reviewed by our Washington office. They have noted that the proposed widening results in a wider structure than required for traffic because of the need of providing four lanes during construction.

They have suggested that it is possible to utilize one half of the existing structure for maintenance of traffic and thereby reduce the overall width with a probable saving of $200,000.

The suggested arrangement for the main spans is shown on attached Sketch L-6-67. The sequence of construction would be as follows:

1. Remove part of existing west sidewalk and construct new bridge providing 2 1/2 lanes and 10-foot shoulder for a width of 40 feet from longitudinal joint to parapet.

2. Transfer southbound traffic to the new structure and northbound traffic to the existing southbound lanes.

3. Replace deck on the main spans and reconstruct approach spans for the existing northbound lanes.

4. Transfer northbound traffic to the reconstructed half of the existing bridge.

5. Replace deck on the main spans and reconstruct approach spans for the existing southbound lanes to provide the remainder of three northbound lanes, a 10-foot median and one half of a southbound lane, leaving open joints in the deck in the center of the southbound lane adjacent to the median and in the center between existing structures.

6. After the deck concrete has cured install cross frames and stringer supported on the cross frames under the open joint between

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

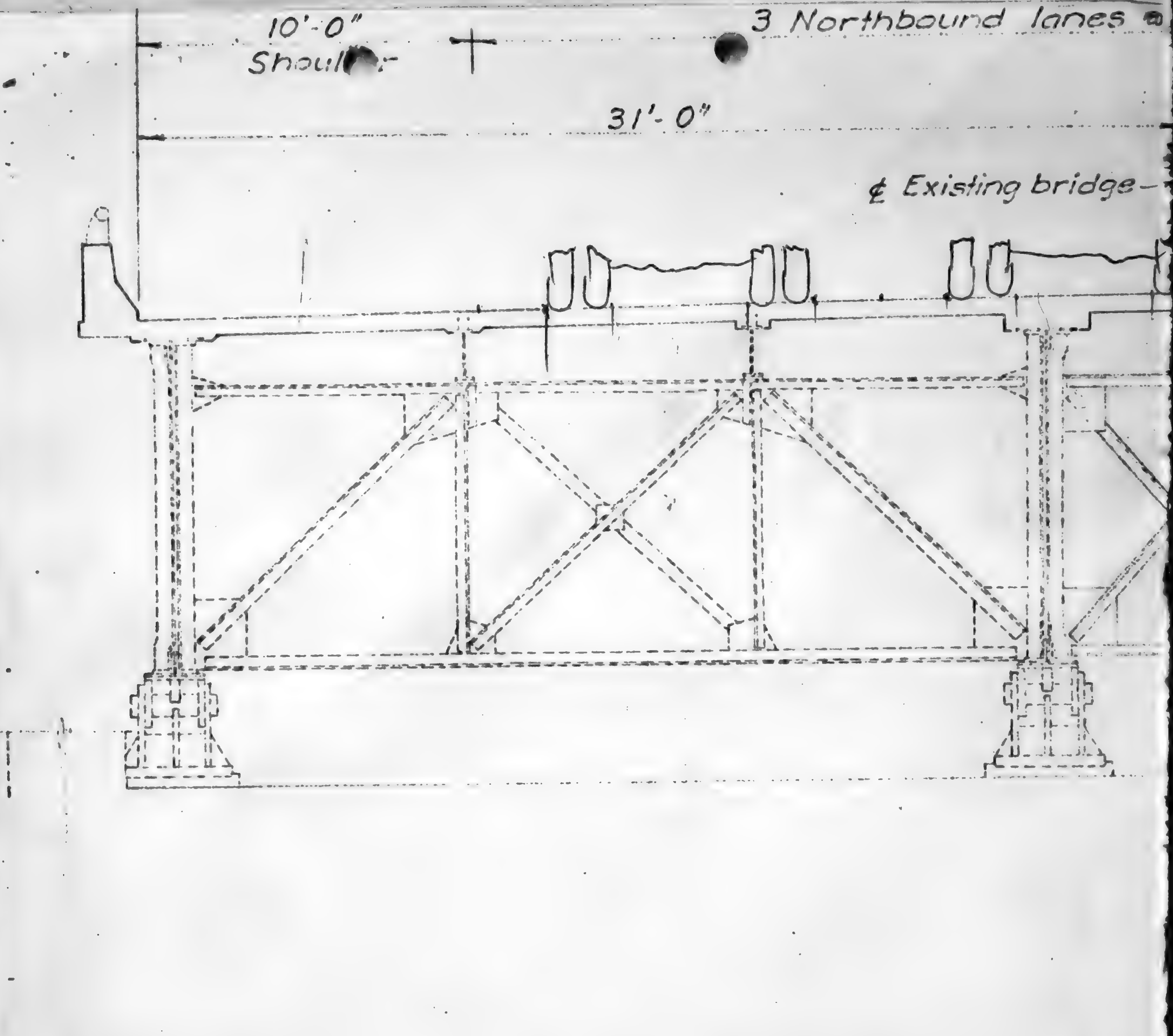
the existing two structures and seal the deck joint with high early-strength no-shrink grout. As an alternate the cross frames and stringer could be placed before the deck is poured and loosely connected temporarily to prevent vibration of freshly poured deck concrete from traffic on the adjacent structure.

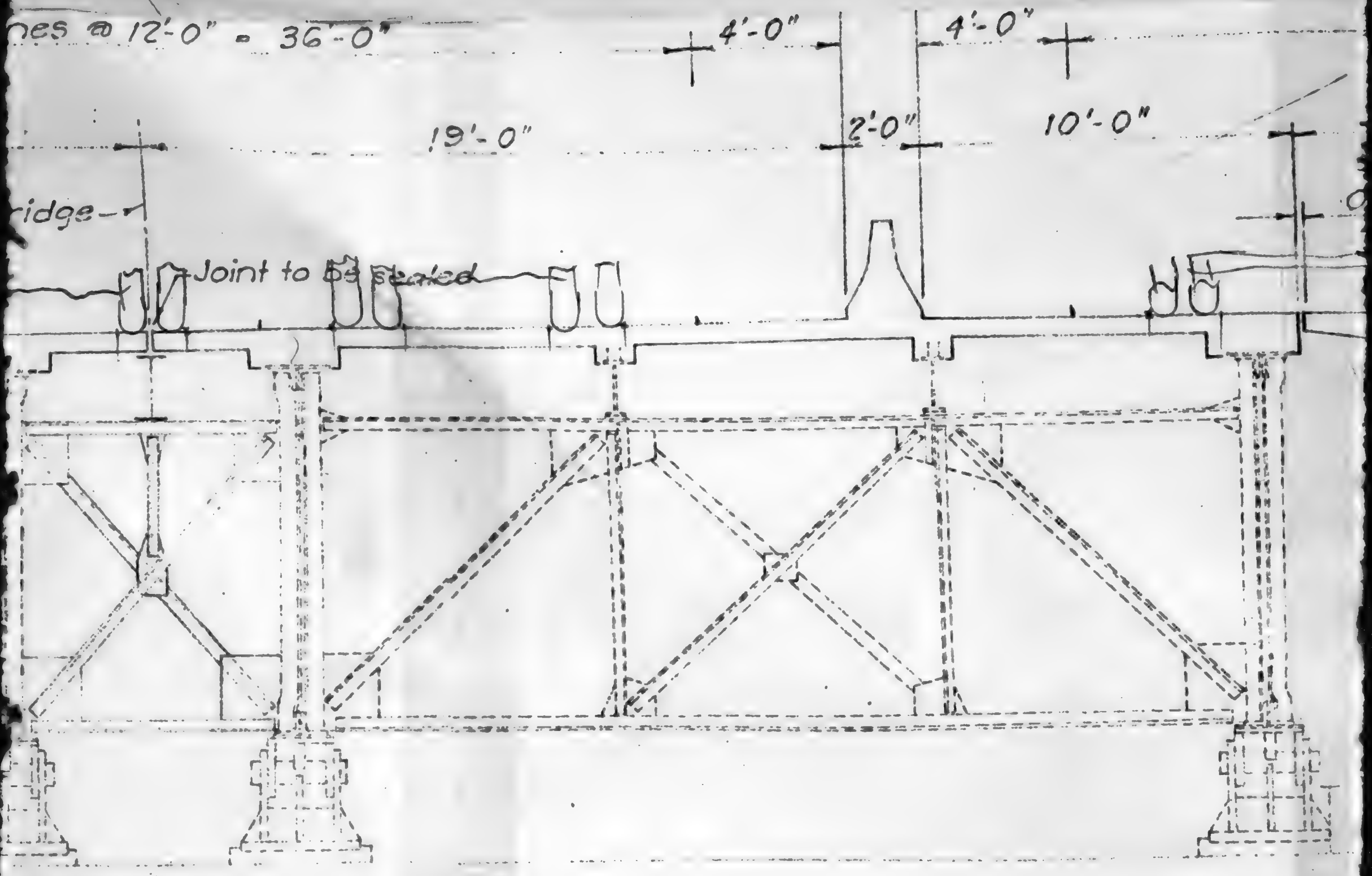
With the suggested arrangement the joint between the new and existing structures will not be noticeable to drivers except when changing lanes. Also, if settlement of the new foundation is anticipated, the new pier could overlap the existing pier footing, as indicated with shaded area on sheet 2 of 3. If this is done the old and the new piers would settle together and the joint in the deck could be treated in the same manner as shown for the joint between the existing structures. Since the approach spans are to be completely replaced, each longitudinal deck joint can be located in the center of a lane where it will be least noticeable to the drivers.

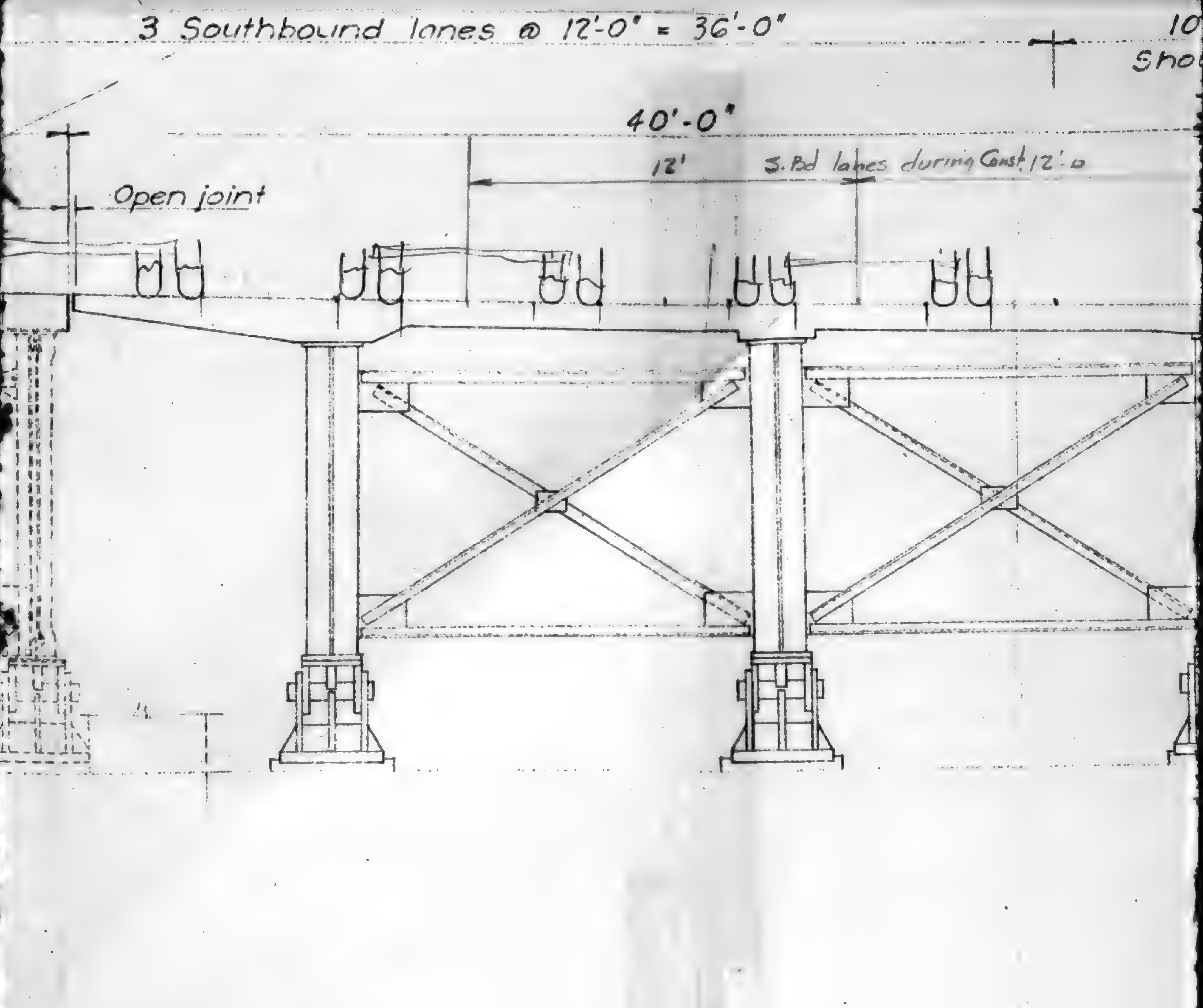
We are furnishing these comments for your concurrent study in order to avoid further delay in the planning for this project. In view of the significant savings that would result we recommend your careful study and consideration of this proposal, or any other arrangement which would eliminate the surplus roadway.

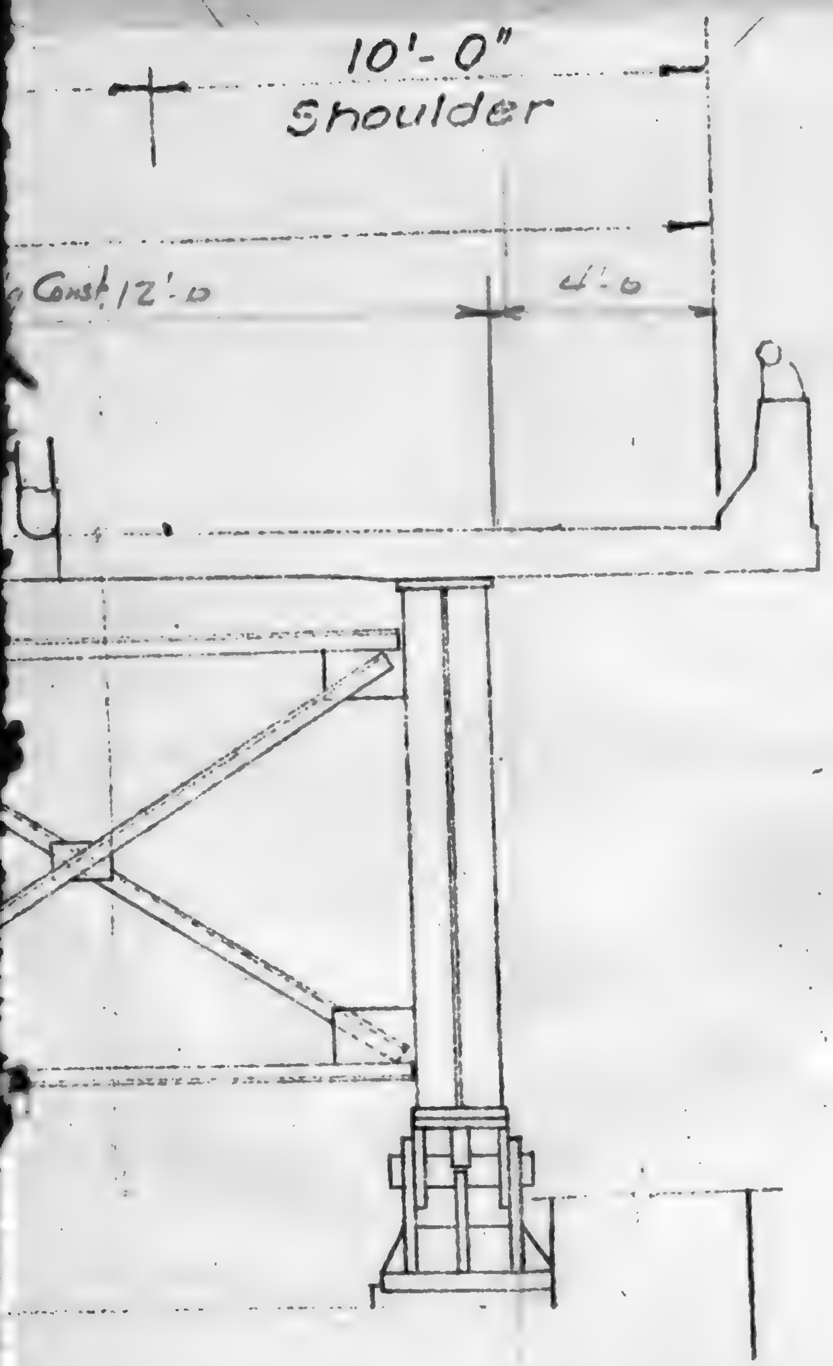
Enclosure

RECEIVED
[illegible] 67
OFFICE OF
STATE HIGHWAY ENGINEER


10'-0"
Shoulder
3 Northbound lanes
31'-0"
℄ Existing bridge


nes @ 12'-0" = 36'-0"
4'-0"
4'-0"
19'-0"
2'-0"
10'-0"
ridge
Joint to be sealed


3 Southbound lanes @ 12'-0" = 36'-0"
10
Sho
40'-0"
12'
S. Bd lanes during Const. 12'-0
Open joint



West

27'
24
1½
1½

OREGON I-05 (33) 284

WILLIAMETTE RIVER BRIDGE AT WILSONVILLE

SUGGESTED CROSS SECTION ARRANGEMENT

SCALE: ¼" = 1'-0"

MARCH 29, 1967

L-C-67

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1967

SUBJECT: Deflections, Wilsonville Bridge

To:

Mr. L. L. Wallace
Bridge Division
Office

At your request we have measured deflections at two points on the southbound lanes of the Wilsonville Bridge. The enclosed sketches show the location of the instruments on top of Pier 2. Simultaneous electronic measurements were recorded on tape for the deflection of the lateral frame at Pier 2 and the deflection of the diagonal bracing below the vertical hanger, both under the easterly wide-flange stringer. Measurements were made for a period of 3½ hours, between noon and 3:45 PM, on March 16, 1967. The following tabulation covers a representative 50-minute portion of this record.

WILSONVILLE BRIDGE
Range of Deflections Measured

Location (1)	Number of Axles	Number Analyzed (2)	Deflection, inch.
A	2	2	.01 or less
A	3	6	.01 -.02
A	5	25	.03 - .05
B	2	2	under .01
B	3	6	.01
B	5	25	.02 - .03

(1) See sketches for location of measurements.

(2) Not a traffic count. Represents only deflections for the given number of axles which were significant. Vehicle weights unknown.

NOTED
TOM EDWARDS

NOTED
L. L. WALLACE

The observer on top of the pier noted that, in several instances, heavy trucks on the northbound structure caused slight negative deflections on the instruments under the southbound structure. He also noted that a shovel on a low boy, traveling north, caused a noticeable lateral rocking of the pier.

The observer also indicated that he detected, visually, greater deflections on the northbound structure at similar points to those where these measurements were made. This portion of the northbound deck has been reinforced with timber.

If you have any questions concerning these measurements, or if you want additional measurements made, please let us know.

O. A. WHITE
Engineer of Materials & Research
by

John C Jenkins

JOHN C. JENKINS
Ass't. Engineer of Materials
and Research

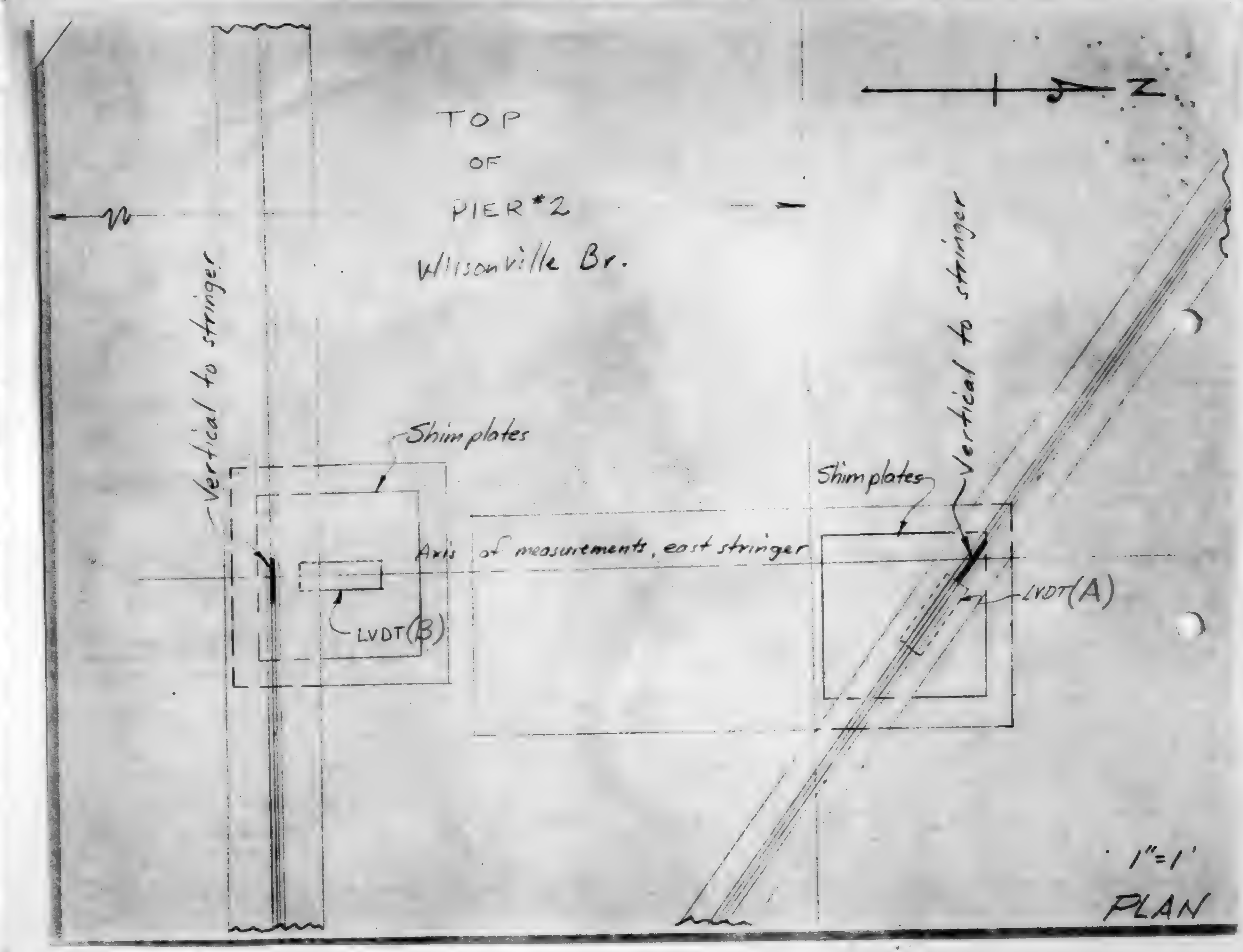
JCJ:zf

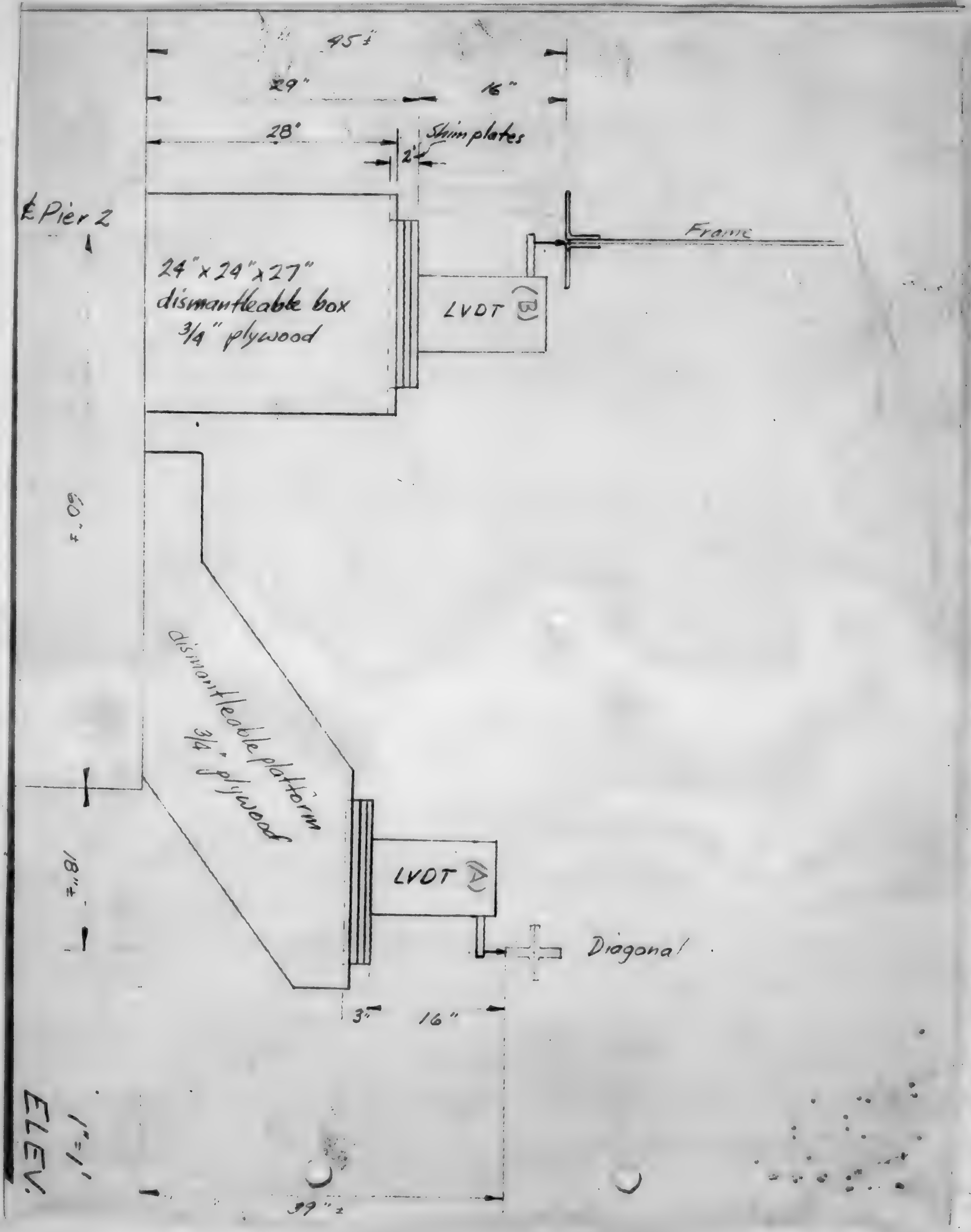
cc: I. D. Merchant

Encl.

cc Ted Thompson
3-24-67

RECEIVED
MAR 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER


TOP
OF
PIER #2
Wilsonville Br.
N
Vertical to stringer
Shimplates
Axis of measurements, east stringer
LVDT(B)
Shimplates
Vertical to stringer
LVDT(A)
1"=1'
PLAN


45"±
29"
16"
28"
Shim plates
2"
℄ Pier 2
Frame
24"x24"x27"
dismantleable box
3/4" plywood
LVDT (B)
60"±
dismantleable platform
3/4" plywood
LVDT (A)
Diagonal
18"±
3"
16"
ELEV.
1"=1'
39"±

[illegible]
MAR 9 - 1967

FOR FILING

I-5-5(40)284

7128

March 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project PE I-5(33)284
Preliminary Plans, Willamette
River (Wilsonville) Bridge

Your File 08-35.6

Dear Sir:

During my absence last week, Mr. Merchant furnished you with the breakdown of costs on the two structures over the Willamette River. His letter did not, however, bear on the subject of the shoulder widths.

I am somewhat startled at your bringing up the shoulder width, inasmuch as the separate structure was more or less selected on the basis of Bureau desire and on the basis that the traffic at the Wilsonville crossing could not be necked down to two lanes. If four lanes of traffic are to be carried across the river during construction, it would be necessary that the bridge be approximately 50 feet wide. This, in effect, gives (when converted to three lanes upon completion) three 12-foot lanes and 14 feet of usable shoulder width, four of which will be on the left and ten on the right.

If there are other reasons for bringing up the shoulder width, would you please so advise me.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

TE:ja

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
Ivan Merchant (enc.)
L. H. Young (enc.)

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Ivan Merchant ✓

DATE: February 21, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R H Tokerud
R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project PE I-5-5(33)284
Preliminary Plans for the Willamette River (Wilsonville) Bridge

As a supplement to the preliminary plans submitted with your letter of February 10 we request that you furnish us with a breakdown of your cost estimate for each half of the proposed work.

Since this structure appears to be in the category of a major structure, the cost breakdown may be needed in our evaluation of your proposal to provide the full 10-foot right shoulder on the new parallel structure. In this regard it would appear that your recent practice of including high percentages for engineering and contingencies in your estimates will have some adverse effect on your proposals to include full shoulder width on major structures.

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 30M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

MAR 7 1967

FOR FILING
I-5-5(40)214
7128

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Willamette R. (Wilsonville) Br.
Willamette R. (Wilsonville)
Bridge Section
Pacific Highway
Clackamas County
Br. No. 2254A

Your File: 08-35.6

Gentlemen:

Subsequent to our letter of February 10, 1967, we have refined our preliminary design and have re-estimated the quantities shown on our previously submitted preliminary estimate sheet. We feel that the revised quantities are as accurate as can be furnished without a complete set of plans.

Attached, please find two copies each of the following estimate sheets:

Sheet I - Estimated cost of entire structure.

Sheet II- Estimated cost of the new portion (50' wide roadway)

Sheet III-Estimated cost of remodeling and raising the existing structure (62' wide roadway)

You will note that all estimates include a 20% allowance for engineering and contingencies.

We wish to reiterate that our estimated total cost of $2,923,000 is for the structure only and does not include the additional cost of

NOTED
TOM EDWARDS

embankment, paving, etc., required immediately north of the structure and occasioned by the proposed raising of the grade line.

Also transmitted herewith, is one print of our architect's rendering of the completed structure.

We request your early approval of our previously submitted preliminary plans as this project is scheduled for an early bid opening date.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LDW: mmb
Att.
cc: Tom Edwards
L. R. Young
C. H. Maison
T. C. Roake (w/est.)

FORM E-123X 50M 4-62
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 1[illegible] 1967

I-5-5(40)284
7128

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 10, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Willamette R. (Wilsonville) Br.
Willamette R. (Wilsonville) Br. Sec.
Pacific Highway
Clackamas County
Br. No. 2254A

Your File: 08-35.6

Gentlemen:

As requested in your letter of December 5, 1966, we have re-evaluated our plan for widening on each side of the existing bridge. As was covered in subsequent correspondence and discussions, the decision was taken to construct a new parallel structure to accommodate southbound traffic. One of the main advantages of this plan is that traffic will have to be moved a minimum number of times.

Transmitted herewith, are the revised preliminary plans consisting of five prints each of the following drawings:

Existing Structure Layout	Dwg. No. 10484
Preliminary Plan and Elevation	Dwg. No. 22793
Preliminary Section - Main Spans	Dwg. No. 22794
Preliminary Section - Approach Spans	Dwg. No. 22795

As shown on Dwg. No. 22793 and also discussed at a meeting between Mr. Tokerud, Mr. Edwards and Mr. Merchant, the new structure will have a 50-foot roadway width between handrails. This width provides for 3 - 12' lanes, a 10-foot shoulder on the right and a 4-foot shoulder on the left.

We propose to revise the grade line across the structure in order to meet a new grade line which will eliminate the present sag in the grade line immediately north of the existing structure. It will be necessary to raise the existing steel spans in varying amounts with the maximum being 5.6 feet at Pier 1.

The construction steps for the present plan are as follows:

1. Construct new parallel structure. After the new girders are in place, a temporary barrier will be placed on the upstream sidewalk of the existing bridge. The sidewalk beyond the outside edge of the existing deck, including the rail, will then be removed to permit pouring of the deck and rail on the new structure.

2. Place traffic on new structure.

3. Remove concrete deck and rail from the existing steel girder spans and all of the approach spans.

4. Raise existing main span girders to meet the proposed grade line and remodel pier tops as required.

5. Place X-bracing between center longitudinal girders and shear studs on the top flange of each existing stringer.

6. Pour new deck and rail on existing main span girders and construct northbound approach spans.

We have completed our studies of the approach span arrangement and recommend a two-span approach at each end for the following reasons:

1. The longer spans are the most economical with the bent heights involved. The shorter three-span arrangement plan would salvage only the columns and footings of only two existing bents.

2. The existing substructure is not architecturally compatible with the main piers. The proposed solid wall bents are more appropriate.

3. The increased length of bridge at the north end would result in an overload to the piling at existing Bent No. 2.

Studies of the new steel span superstructure types have been made in accordance with your letter dated December 12, 1966. We found that using five girders instead of four would add approximately $46,000 to our total estimated cost. The use of a stringer, X-frame, two-girder support system would add more cost and require excessively deep girders. This would result in an unsightly appearance from below caused by a 4-foot difference in structural depth between the new and the existing bridges and would infringe on the vertical navigation clearances. We therefore plan to use the four-girder arrangement.

As is shown on Dwg. No. 22794, we plan to construct separate cofferdams upstream of existing Piers 1 through 4, inclusive, and have the new pier sections abut against the existing piers above elevation 48.0 (1 foot below mean low water elevation). The new pier sections will be separated from the existing piers by two layers of heavy tar paper.

The foundation data and design pile loading criteria are shown on Dwg. No. 10484. The same design criteria will be applied to the design of the new foundations and the loading on the existing foundation piling will not be materially increased.

We wish to reiterate the comments contained in Mr. Edwards' letters, dated December 8 and December 19, 1966, which pertain to the roadway width of the existing bridge. Whereas, the 62-foot roadway width provides for a 10-foot right shoulder, this is not controlled by a standard shoulder width dimension. It is necessary due to the fact that thedeck must extend beyond the exterior girder for both aesthetic and structural reasons. We feel that the previously recommended 62-foot wide roadway should be approved.

The estimated cost for the new structure plus remodeling of the existing structure, is $3,094,000, which includes an allowance for Engineering and Contingencies. Copies of our estimate are included with this transmittal.

We request your early approval of our preliminary plans as this project is scheduled for an early bid opening date.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LIM:sb
Encls.
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
JAN 23 1967
FOR FILING

I-5-5(40) [illegible]
7128

Cross Referenced To:
Adm
Real Prop
Ref. to [illegible]

January 23, 1967

1287

Board of County Commissioners
Clackamas County
Courty Court House
Oregon City, Oregon 97045

Gentlemen:

Re: Proposed Sewage Disposal Plant
Wilsonville Area
Interstate 5 - Clackamas County

Reference is made to your letter of December 15, 1966, in regard to a proposed sewage disposal plant in the Wilsonville area.

As we advised Mr. Phillip R. Balsiger of Wilsonville by letter of May 31, 1966, we cannot consider any request for disposal of any of our property in the area in question until our construction plans have been completed. This is our normal practice since changes in design or a need for additional room during construction have frequently caused problems in the past.

In this instance, we hope to finalise our plans in the near future so that this proposal may be given serious consideration. In the meantime, we would be interested in any information you might have on what public body we will be dealing with on this, what might be proposed as to appearance, screening, et cetera, and any other pertinent information that might be available.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

ABO:jr srb

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien (Enc.)

FORM 2-323X 80M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

-4550
DEC 21 66

December 20, 1966

Clackamas County
Board of Commissioners
County Court House
Oregon City, Oregon 97045

REASSIGNED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

[illegible] with an official body only.
RW

Porter
Doubt we should be dealing with Boosters club.

Gentlemen:

In this morning's mail we received your letter of December 15 and an attached letter dated December 12 from the Wilsonville Boosters Club concerning location of a sewage treatment plant on State Highway property.

So that your request may have proper consideration, I am referring it to the office of the State Highway Engineer.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

cc ✓ Mr. Forrest Cooper

Routing
Morgan
Decker
Morelock
Olson

RECEIVED
CONSTRUCTION

RECEIVED
DEC 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

file requested from Dist. Dec. 27

COUNTY OF CLACKAMAS

Board of Commissioners

S. C. ELY, Chairman
DARRELL JONES, Commissioner
STAN SKOKO, Commissioner

Phone OLive 6-2641

COUNTY COURT HOUSE — OREGON CITY, OREGON 97045

December 15, 1966

State Highway Commission
State of Oregon
Salem, Oregon 97310

Gentlemen:

We are forwarding to you a letter received this date from the Wilsonville Boosters Club referring to a problem they are confronted with relative to a location for sewage treatment facilities and theirrequest to your Commission for a suitable site on property owned by your Commission.

We would concur in their request and urge that it be given favorable consideration as they are confronted with a problem that is becoming more and more acute in many areas of the county and we feel they need all the encouragement and help possible in such efforts as this.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chairman

Darrell Jones
Commissioner

Stan Skoko
Commissioner

SCE/ls
cc: R. W. Sutton
Wilsonville Boosters Club
Enc.

RECEIVED
DEC 20 1966
OREGON
STATE HIGHWAY COMMISSION

Wilsonville Boosters Club
GENERAL DELIVERY
WILSONVILLE, OREGON

December 12, 1966

Clackamas County Board of Commissioners
Clackamas County Court House
Oregon City, Oregon

Dear Sirs:

You may be aware of the rapid growth Wilsonville is currently experiencing. As might be expected, our growth is creating an urgent need for water and sewage facilities.

We have a solution to the water problem in the form of a newly activated Water District. However, our preliminary efforts to do something about an adequate site for a sewage treatment facility have temporarily been stalled.

Earlier this year, two of our local landowners approached the State Highway Department with a proposal that our community be permitted to use a portion of state owned land which was previously used for a rock borrow pit for the development of Interstate 5. This land borders I-5 and the Willamette river, and lies at an elevation, and in a position which would properly serve the greater Wilsonville area with a gravity fed sewage treatment plant.

The State Highway Department claims they are not yet ready to determine if this is surplus land. The proximity of the land to the highway and its elevation in respect to the river would indicate that it could be considered surplus land if it were to receive serious consideration at this time.

We solicit your help in bringing this matter to the proper authorities and in asking for an opportunity to present them with a formal request for the use of the land.

RECEIVED
DEC 20 1966
OREGON
STATE HIGHWAY COMMISSION

Sincerely,

R. W. Sutton

R. W. Sutton, President
Wilsonville Boosters Club

RWS:iv

RECEIVED
DEC

Form CD-12
(11-63)
(Pres. by
A.O. 206.10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-5(40)284

Edwards

7128

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Tom Edwards

DATE: December 21, 1966

In reply refer to: 08-35.6

FROM : O. W. Parsons, Division Engineer
Salem, Oregon

O.W. Parsons

SUBJECT: Oregon Project PE I-5-5(33)284
Preliminary Plans for the Wilsonville Bridge

With reference to your letter of December 19, 1966, we agree that the width of roadway over the existing girders should be such as to provide a few inches of slab outside of the flange plates. As for further extension of the slab for the sake of appearance, we don't believe a few more inches or a foot would even be noticeable. Also, we are not aware that there are any standard bridge widths.

Considering the median parapet, we still feel that a single parapet would be superior to a split parapet from the standpoint of obtaining good lines and appearance. Also, we have observed many structures with a longitudinal joint or narrow opening through the deck slab which were functioning satisfactorily. This matter, however, is of no great moment and we are willing to accept the good judgement of your Department.

Copies - Merchant
Young
12-29-66

NOTED
TOM EDWARDS

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 22 1966

FOR FILING
I-5-5(40) 284
7128

December 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Your File 08-35.6
Oregon Project PE I-5-5(33) 284
Preliminary Plans,
Wilsonville Bridge

Dear Sir:

Reply is made to your letter of December 12 concerning the preliminary plans for the Wilsonville Bridge.

The width between the parapets is not a vital issue. However, I point out to you that the girders are 60 feet center-to-center and 61 feet, 10 inches out-to-out of flanges. In other words, the slab to be placed for the deck should in truth extend a few inches outside the flanges for proper key and, in fact, should extend some distance beyond for the sake of appearance, so I think in truth the width between the parapets becomes of such little moment that I would recommend staying with a standard width.

Your second paragraph recommends putting a median barrier on one structure. This will, in effect, result in an open slot between the deck and parapet on the new structure. I do not recommend such a procedure. If the slot is sufficiently wide to permit debris to go through, it will be dangerous. If it is kept narrow enough as not to be dangerous, there will be objectionable lodging of material such as rock or gravel in the slot. This will result in a binding or crushing action between the two separate structures.

We are in agreement with your suggestion that we study alternate arrangements for the approach spans. We will submit preliminary plans shortly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)
L. H. Young (enc.)

TE:ja

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: December 12, 1966

In reply refer to: 08-35.6

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project PE I-5-5(33)284
Preliminary Plans for the Wilsonville Bridge

With reference to your letter of December 8, 1966 we concur with your proposals therein, except it appears that something less than 62 feet between parapets will suffice for the present structure.

Rather than using a split median barrier as discussed at the December 7 meeting, we recommend that the barrier be a single unit supported on the new structure. The split barrier would make it difficult to obtain good lines.

In view of the complications with the roadway crown on the approach spans we withdraw our suggestion that an epoxy overlay be considered in lieu of deck replacement.

As suggested at the December 7 meeting we request that you study alternate arrangements for the approach spans and also for the framing on the new structure. Your findings and camparative estimates should be submitted with revised preliminary plans.

RECEIVED
DEC 14 1966
OFFICE
STATE HIGHWAY [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

P

RECEIVED
DEC 9 - 1966

I-5-5(46)284

7124

December 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Your File 08-35.6
Oregon Project PE I-5-5(33)284

Dear Sir:

Pursuant to your letter of December 5 concerning preliminary plans for the Wilsonville Bridge over the Willamette River, a conference between Mr. Roy Tokerud of the Bureau of Public Roads, Mr. Ivan Merchant of the Bridge Division, and me was held in my office on December 7.

After thorough discussion of the problems involved in widening the existing structure, decision was taken to build a new three-lane structure on the upstream side of the existing bridge. This structure will provide for three 12-foot lanes, a 10-foot shoulder on the right and a 4-foot shoulder on the left, with GM-type parapets both sides. The structure will be on an extension of the centerline of the freeway northerly of the Willamette River in a position that the three southbound lanes will continue across the river on tangent.

It was agreed that the present structure would be redecked with the standard H-20 design deck to carry northbound traffic. The existing girders are 60 feet center-to-center between outside girders; therefore, it is proposed that the new deck be 62 feet between parapets. This will provide for extension of the acceleration ramp at the Boones Ferry Road Interchange just southerly of the river to extend northerly across the bridge.

Note is taken of your suggestion to salvage the existing approach spans by use of epoxy overlay methods. We call your attention to the cost diagram on the lower portion of Drawing 10484, which was submitted with our original proposal. You will note the approach spans are crowned both ways in each of the two lanes. The simple overlay method which you suggest would result in a drainage channel in the middle of the bridge. The removal of this channel would result in an epoxy overlay some 5 inches in depth, which we believe would result in serious overstresses with respect to dead weight. We would, therefore, recommend rebuilding of these spans as necessary.

Drawings will be submitted to you. Please advise us of your concurrence in the decision taken at the meeting between Mr. Tokerud, Mr. Merchant and me as outlined above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant (enc.)
L. H. Young (enc.)

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 5, 1966

In reply refer to: 08-35.6

FROM : for A. W. Parsons, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project PE I-5-5(33)284
Preliminary Plans for the Willamette River Bridge at Wilsonville

The preliminary plans for this structure submitted with Mr. Merchant's letter of November 18 have been reviewed in our office.

Your estimated cost of $3,600,000 for adding two lanes and reworking the present structure seems to be unduly high. The cost for construction of the four-lane present structure was about $1,700.000. In view of the high estimated cost, we suggest that you give further consideration to a separate, adjacent crossing to carry three lanes of traffic. We also suggest, if the present structure is retained to carry three lanes of traffic, you consider salvaging the approach spans by applying an epoxy overlay and sealing of cracks in the deck slab. With an experience record of about 5 years now on some structures, this type of repair appears to be giving excellent results. We have done some rough estimating and it appears that the cost of a separate structure and repair of the existing bridge would result in substantial savings. We realize that this proposal would be somewhat more difficult in regard to alignment, but it seems this could be worked out. We request that you make a further study and cost estimate for this proposal.

①

If it is determined that the most feasible method is to widen on two sides as you propose, then the overall 120-foot width appears to be greater than necessary. This same opinion was previously expressed in discussions with your staff late in September. Our studies indicate that an overall width of 107 feet may be justified. This would allow for an 11-foot median, six 12-foot lanes, and 10-foot right shoulders. For the construction stage, it would permit 4 lanes of traffic on two 24-foot roadways. We are enclosing Sketches A and B showing alternate construction procedures which we feel should be considered. For this widening on both sides, we are not suggesting that the approach spans be salvaged because of the additional problems with roadway crown and extension in width with a type of construction now felt to be uneconomical.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
TOM EDWARDS

In fact, we would go further than your proposal and suggest that it may be advisable to replace the substructure also on the approach spans in order to use a more economical span arrangement of two 110-foot spans in the reconstruction.

Concerning your proposed remedial work on the existing steel spans, we concur that stud shear connectors be placed on the existing stringers to limit deflection. However, considering these studs and a thicker deck slab, we do not feel that your proposed additional intermediate floor beams can be justified.

We request that you restudy this crossing along the lines suggested and then furnish revised preliminary plans and detailed comparative cost estimates on the various plans studied.

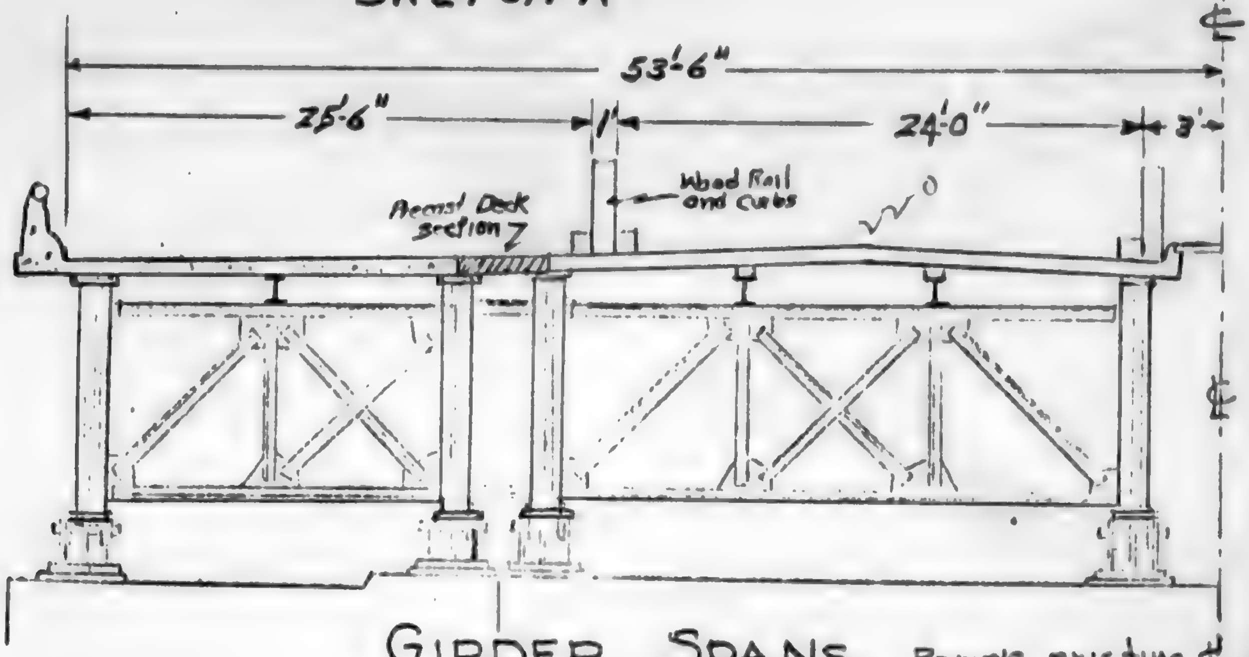
Enclosures

RECEIVED
DEC 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

142

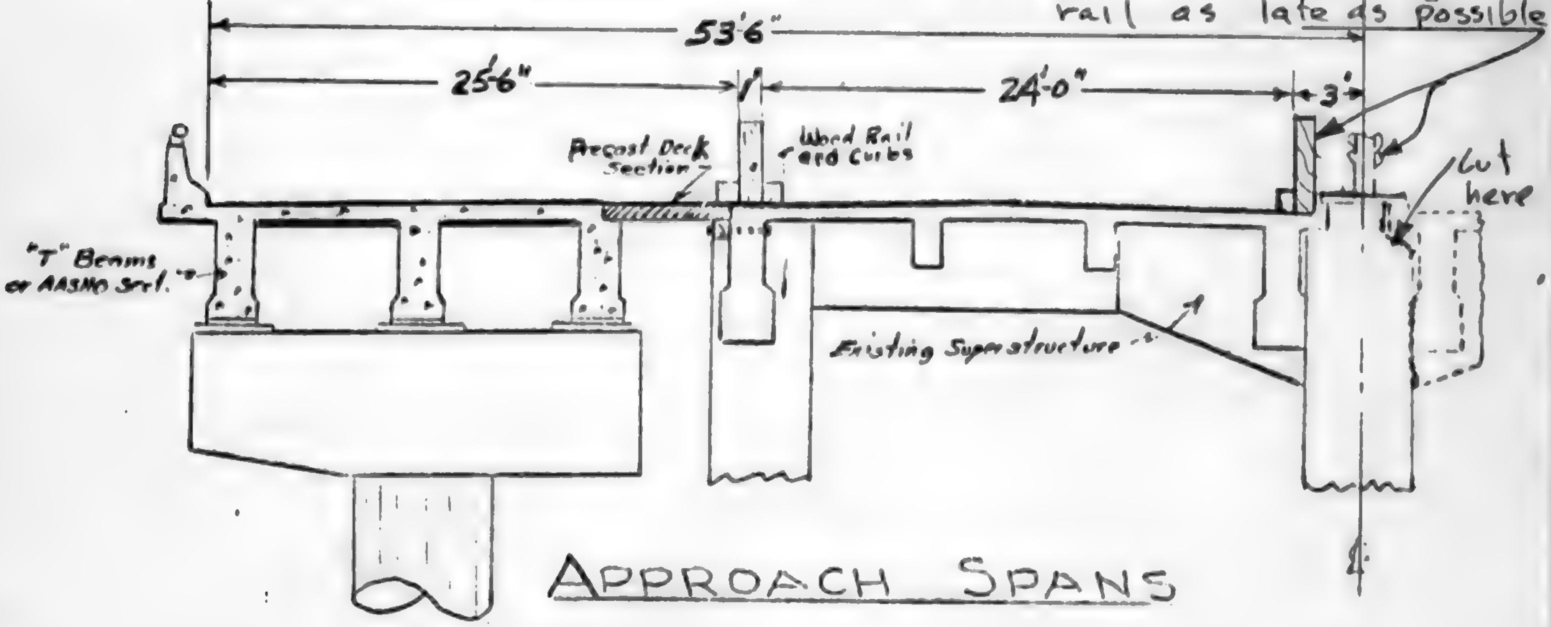
W.N.B.
12-1-66

WILSONVILLE BRIDGE WIDENING STUDY
B.P.R.
PLAN #1 & #2
SKETCH "A"



GIRDER SPANS

Remove existing ℄ Rail & place temporary rail as late as possible



APPROACH SPANS

Plan #1 (Replacing existing approach sections with two 110 foot spans)

Stage 1: Construct widening on one side with traffic on the existing structure.

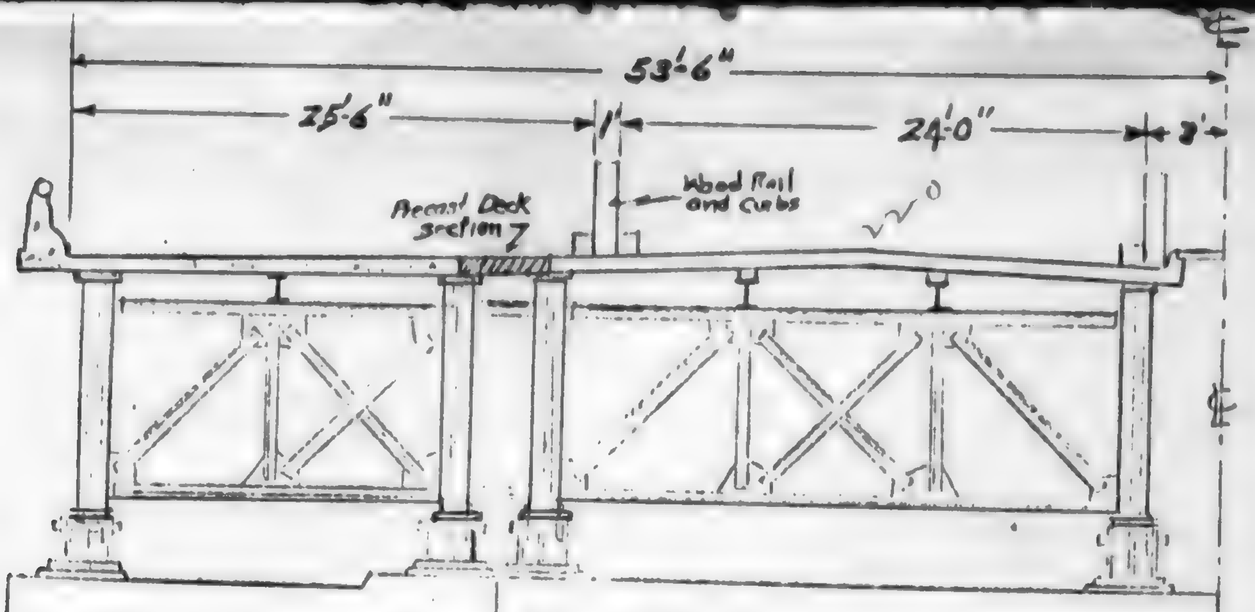
Stage 2: Install temporary barricades on existing structure and remove the existing curb and sidewalk.

Stage 3: Install precast deck sections and shift traffic to this half of the structure. (These precast sections can later be utilized as ballast when repouring existing deck.)

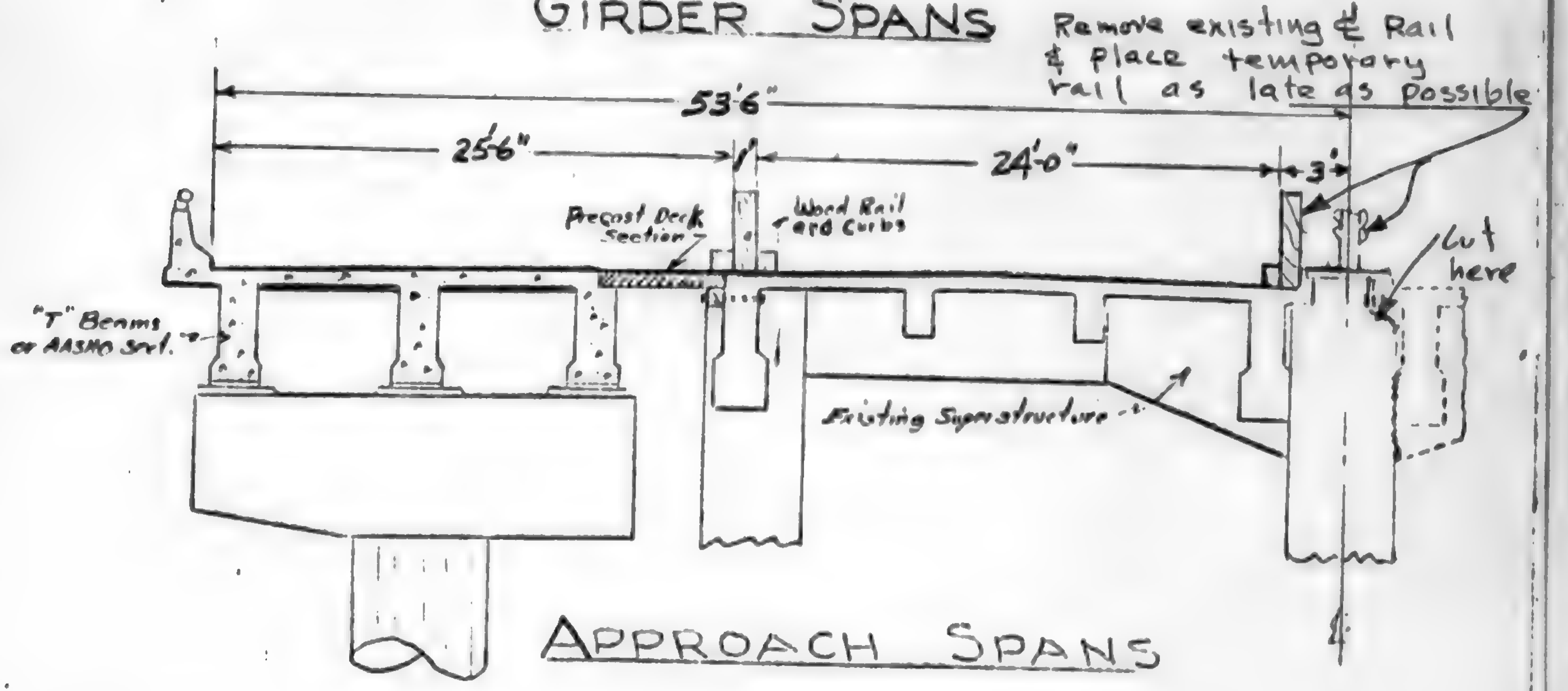
Stage 4: Remove approach spans and deck only on steel girder spans from the opposite side and complete that half of the structure. The new half deck on the steel spans only could extend 1'-9" beyond the centerline and the permanent median barrier constructed at this stage. On the approach spans the new deck should be stopped short of the centerline and a temporary barrier installed about 3' from the centerline.

Stage 5: Shift traffic to completed half, remove the approach spans and deck only on the steel girder spans and complete the structure.

Plan #2 Same as Plan #1 except maintain the 3-span arrangement and salvage



GIRDER SPANS



APPROACH SPANS

Plan #1 (Replacing existing approach sections with two 110 foot spans)

Stage 1: Construct widening on one side with traffic on the existing structure.

Stage 2: Install temporary barricades on existing structure and remove the existing curb and sidewalk.

Stage 3: Install precast deck sections and shift traffic to this half of the structure. (These precast sections can later be utilized as ballast when repouring existing deck.)

Stage 4: Remove approach spans and deck only on steel girder spans from the opposite side and complete that half of the structure. The new half deck on the steel spans only could extend 1'-9" beyond the centerline and the permanent median barrier constructed at this stage. On the approach spans the new deck should be stopped short of the centerline and a temporary barrier installed about 3' from the centerline.

Stage 5: Shift traffic to completed half, remove the approach spans and deck only on the steel girder spans and complete the structure.

Plan #2 Same as Plan #1 except maintain the 3-span arrangement and salvage existing bents on approach spans.

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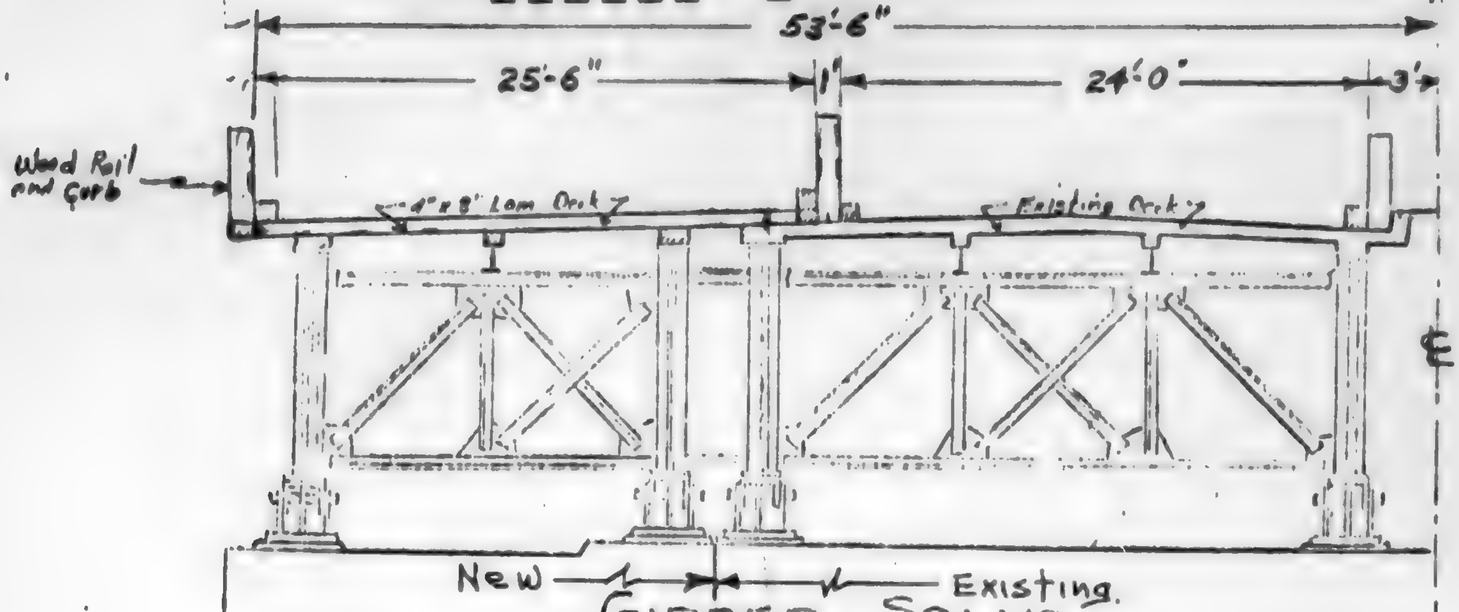
012
310
35
9860

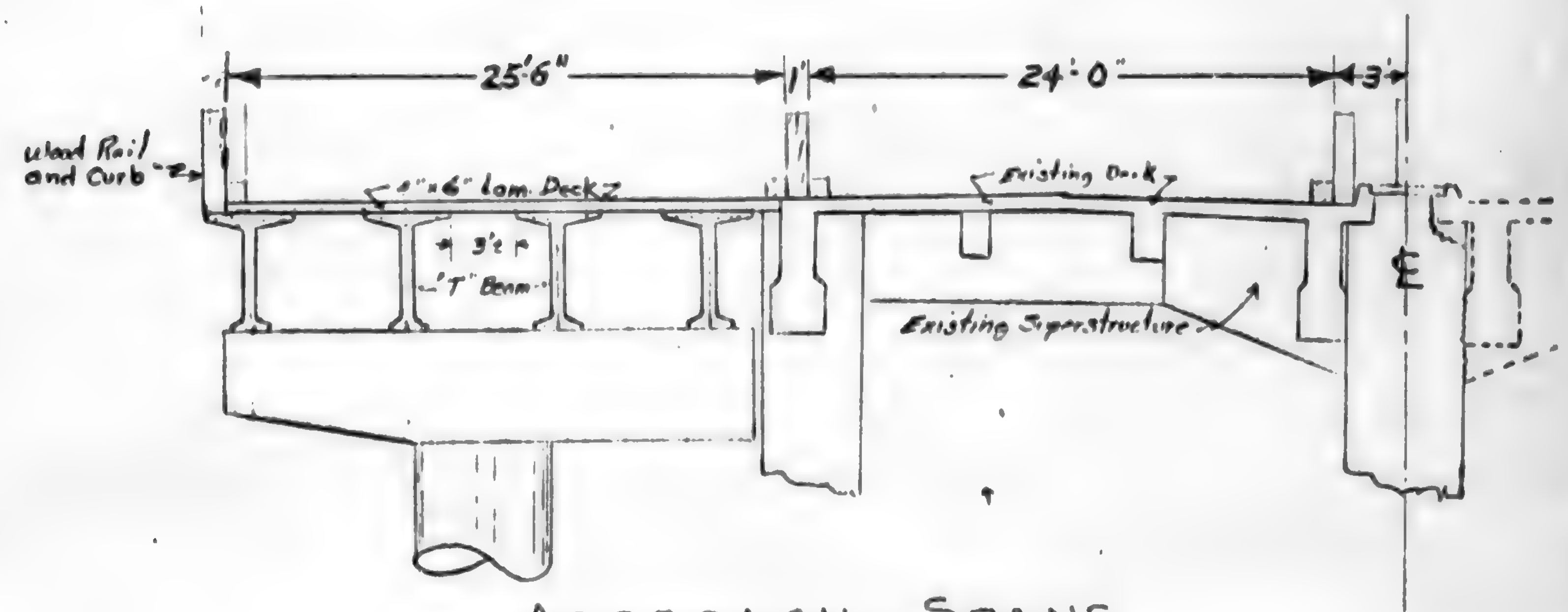
39

PLAN #3 + #4

SKETCH "B"



GIRDER SPANS



APPROACH SPANS

PLAN #3 (Replacing existing approach sections with two 110-foot spans)

Stage 1: Construct widening (without deck) on one side with traffic on the existing structure.

2. Install temporary barricades on existing structure and remove the existing curb and sidewalk.

3. Construct a temporary wood deck and outside rail and curb as shown and shift traffic to this half of the structure.

4. Remove approach spans and deck only on steel girder spans from the opposite side and complete that half of the structure.

5. Shift traffic to the completed half, remove the temporary wood deck, the existing concrete deck on steel girders and all of the approach spans and complete the structure.

PLAN #4 Same as Plan #3 except maintain the 3-span arrangement and salvage existing bents on approach spans.

SU-563(1) Harvey Way-Madrona St. (Lake 1968
Oswego) Sec., FAS 681, in Lake
#7129 Oswego. (Grad. & Pav.)

CtA 3510

OREGON STATE HIGHWAY DEPARTMENT
FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 99600

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-22-69	CC 1134		5 3-1001-997

Contract 7129
Proj. 611 -63(1)

Clackamas County
Board of Commissioners
Courthouse
Oregon City, Oregon 97045

RECEIVED
AUG 22 1969
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John McIntyre, Director of Public Works			
Final Billing: Harvey Way-Madrona Street (Lake Oswego) Section FAS 681. Covered by agreement dated March 14, 1967.			
County advance deposit		51,500.00	
Amount previously transferred		41,500.00	
			10,000.00
County's share of construction costs		50,075.60	
Amount formerly transferred		41,500.00	
			8,575.60
To be refunded			1,424.40

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

NOTED
RICHARD UNREIN

STATE COPY

C

Monthly transaction number

Project report number 8

Modification number 1

ORM PR-2A
(REV. 10-65)

U.S. DEPARTMENT OF COMMERC
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-23-69

State Oregon

County Clackamas

Project number SU-563(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 22, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 249,466	$ 259,908
Federal funds	$ 158,400.00	$ 163,067.34
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of June, 1969.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L. R. Backlund
(Division Engineer)
for: R. E. Simpson

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

USCOMM-DC 26364-P65

C

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-12	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas
PROJECT REPORT NO.	*(PPM 21-7)* 5-22-68	PROJECT NO. SU-563(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Harvey Way-Madrona St. (Lake Oswego) Section of FAS 681

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-20-68	0.814
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 249,466	$ 158,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klabor

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~(Division Engineer)~~
R. E. Simpson, Division Engineer

Date executed by Division Engineer May 22, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

Oregon State Highway Department

Federal-Aid
Project No. SU-563(1)

HARVEY WAY-MADRONA ST. (LAKE OSWEGO) SECTION OF FAS 443 IN CLACKAMAS COUNTY

Project Agreement Estimate.

Salem, Oregon, May 13, 1968

Type Code 6201
Roadway (Sta. 77+00 to Sta. 120+00)(Contract No. 7129)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Clearing and Grubbing	All Required		850.00
Removal of Inlets and Manholes	22 only	$ 22.00	484.00
General Excavation, Unclassified	11,200 cu.yd.	1.25	14,000.00
Finishing Roadbed and Slopes	All Required		2,900.00
Trench Excavation	1,260 cu.yd.	4.00	5,040.00
Watering	290 M-gal.	4.00	1,160.00
3/4" - 0 Material in Base	320 cu.yd.	5.00	1,600.00
Stone Base	10,700 cu.yd.	3.40	36,380.00
Bituminous Base Mixture	10,000 ton	4.40	44,000.00
Asphalt in Bituminous Base Mixture	450 ton	30.00	13,500.00
3/4" - 0 Aggregate in Prime Coat	190 cu.yd.	4.50	855.00
RC-250 Asphalt in Prime Coat	28 ton	60.00	1,680.00
12-inch Storm Sewer Pipe	2,550 lin.ft.	4.30	10,965.00
18-inch Storm Sewer Pipe	1,530 lin.ft.	6.30	9,639.00
24-inch Storm Sewer Pipe	210 lin.ft.	11.50	2,415.00
Concrete Manholes	8 only	300.00	2,400.00
Concrete Sumps	2 only	600.00	1,200.00
Concrete Inlets, Type G-1	22 only	95.00	2,090.00
Concrete Inlets, Type Special	1 only	200.00	200.00
Adjusting Manholes	10 only	35.00	350.00
Concrete Curbs	560 cu.yd.	35.00	19,600.00
Extra for A.C. Concrete Approaches	80 only	35.00	2,800.00
Extra for A.C. Concrete Footpaths	3,440 sq.yd.	2.00	6,880.00
			$223,988.00
Signing			800.00
Flagging (60% of Contractor's Cost)	All Required		2,000.00
			2,800.00
		Subtotal	$226,788.00
		10% Engr. & Cont.	22,678.00
		Total	$249,466.00

Length of Roadway - - - - - - - - - - - 0.814 Miles
Cost of Roadway Per Mile - - - - - - - $306,469.28

Federal Funds	$158,400.00
State Funds	45,533.00
County Funds	45,533.00
	$249,466.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 503-1001

STATE COPY

FORM PR-33C
(REV. 3-68)

OSHD
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

4-4-69

Fas 681

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE Oregon	REGION NO. 8
SIGNATURE L. H. Young L. H. Young	COUNTY Clackamas	
TITLE Office Engineer	PROJECT NO. SU-563(1)	
BUREAU OF PUBLIC ROADS INSPECTION MADE BY L. P. Renz, Area Engineer L. P. Renz	DATE OF INSPECTION 10-14-68	
IN COMPANY WITH See Below		
CONTRACTOR'S NAME Cascade Construction Co., Inc., Portland, Ore.	CONTRACT AMOUNT $223,988	

DESCRIPTION OF IMPROVEMENT AS PROGRAMED	IMPROVEMENT AS CONSTRUCTED				
	ROADBED (Width ____ feet)			STRUCTURES OVER 20-FOOT SPAN	
	TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
Gr. Dr. 4-11' lanes H.T. Pave., crubs with 2' offset, left turn refuge one intersection, 5' AC footpath, right and left	6203	0.81	46'		

NOTED
H. S. COY

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

HARVEY WAY-MADRONA STREET(LAKE OSWEGO) SECTION
CLACKAMAS COUNTY

Those present at the final inspection were:

Cascade Construction Co.
- Steve Danielson
- Don Lind

Clackamas County
- John McIntyre, County Public Works Director
- Richard Dopp, Chief Engineer, County Public Works Office
- Stan Skoko - County Commissioner
- Fred Stefani - County Commissioner

Nelson

4-15-69
Copies to
Rulien
Cochell
Cook
Thomas
Gallagher
Hatton
Fr.

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE L. P. Renz L. P. Renz		SIGNATURE R. E. Simpson Original signed by R. E. Simpson Division Engineer	
TITLE Area Engineer	DATE 4-4-69	TITLE Division Engineer	DATE 4-4-69

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED

RECEIVED
APR 15 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
HARD UNREIN P. R. A

NOTED

NOTED
HAROLD
REYNOLDSON

State Highway Department
James Cochell, Resident Engineer
Don Haller, Asst Div Engineer

Final contract amount was $221,538.54, an underrun of 1.1%. Significant overruns and underruns were found in gthe following items:

Item 4 (Gen. Exc. Uncl.) and Item 9 (Stone Base) overran because the subgrade excavation was extended on each end of the project by 150'. Item 8 (3/4"- 0" Mat'l in Base) overran because of the additional material placed under sidewalks. The overrun in Item 6 (Trench Excavation) was due to an underestimate in the original contract quantity.

Item 19 (Concrete Sumps) was deleted in Price Agreement no. 2. The underrun in Item 16 (18" Storm Sewer Pipe) was due to the elimination of 100' at Station 94+92. Underruns in Item 10 (Bituminous Base Mixture), Item 11 (Asphalt in Bituminous Base Mixture), Item 23 (Concrete Curbs), and Item 25 (Extra for AC Concrete Footpaths) were occasioned because of overestimates in the original bid quantities.

The City of Lake Oswego has passed a resolution whereby they agree to take all steps necessary to prohibit parking on the roadway throughout the length of this project, which will ensure usage of the facility as a 4-lane facility.

The project was completed in apparent conformity with the State standards and procedures approved in accordance with the 1954 Secondary Road Plan on September 26, 1968. The contractor used 126 calendar days to complete the work; therefore, he will be charged liquidated damages for the 6 days that he used in excess of the allotted 120 days.

A copy of the State's Materials Certification is attached.

A letter from the State Highway Department, dated March 18, 1969, accepting the project, is on file.

RECEIVED
APR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
DEC 10 1968
FOR FILING

SU-563(1)

7129

December 10, 1968

Rathbone, King & Seeley
310 S. W. 4th Street
Portland, Oregon 97204

Gentlemen:

Contract No. 7129 awarded to Cascade Construction Company, Inc., for grading and paving the Harvey Way-Madrona Street (Lake Oswego) Section of FAS 681 in Clackamas County was completed on September 26, 1968, and accepted by the Highway Commission on December 6, 1968.

Final payment in the amount of $11,295.28 will be released to the contractor after December 17, 1968. The total contract amount is $233,215.38 including $1,995.64 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Cascade Construction Co., Inc.
Foot of S. W. Abernathy Street
Portland, Oregon 97201

Hugh Lacey Insurance, Inc.
1308 S. W. Alder Street
Portland, Oregon 97205

L. W. Rulien
Frank Morgan
C. H. Maison
Attn: John Kerr

C

RECEIVED
DEC 9 - 1968

FOR FILING

SU-563(1)

7129

December 6, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed September 26, 1968, on Contract No. 7129. The contract was with Cascade Construction Company, Inc. and was for grading and paving on the Harvey Way-Madrona Street (Lake Oswego) Section of FAS 681 in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

SU-563(1)
7127

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: HARVEY WAY - MADRONA ST.

WEEK ENDING: November 9, 1968

SECTION PREFIX: 503-1001

HIGHWAY: FAS 681, Boones Ferry Road.

COUNTY: Clackamas

NAME OF JOB: Harvey Way - Madrona St. (Lake Oswego)

KIND OF WORK: Grading and Paving

CONTRACTOR: Cascade Construction Co.

CONTRACT NUMBER: 7129

FEDERAL AID PROJECT NUMBER: SU - 563 (1)

DATE OF CONTRACT: May 13, 1968

DATE WORK STARTED: June 3, 1968

ESTIMATED COMPLETION DATE: Sept. 26, 1968

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 126

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 105.0

PROJECT AUTHORIZATION: $ 257,404.38

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 236,993.46

ENGINEERING AUTHORIZATION: $ 20,410.92

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.7

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 233,871.61

ENGINEERING COST TO DATE: $ 25,350.00

DATE PROJECT WAS COMPLETED: Sept. 26, 1968

ESTIMATED PERCENT: UNDERRUN 1.3 %

PERCENT OF AUTHORIZATION: 124.2 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.89	0.89			0.89
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.89	0.89			0.89
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11,200	11,020			16,250
TOTAL QUANTITIES CORRECTED TO DATE	14,956.9	13,826			14,318.84
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,956.9	13,826			14,318.84
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Foggy AM-Partly Cldy PM			
MONDAY	Foggy AM-Partly Cldy PM			
TUESDAY	Fair Holiday			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy AM-Showers PM			
FRIDAY	Rain			
SATURDAY	Rain			

Routing

Bond
Walker

Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
CONSTRUCTION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Nov. 3	
MONDAY 4	No Work
TUESDAY 5	No Work
WEDNESDAY 6	No Work
THURSDAY 7	No Work
FRIDAY 8	No Work
SATURDAY 9	

REMARKS

This project was completed on Sept. 26, 1968. 126 Calendar Workdays were used. The final clean-up was completed and the third notice sent in on Oct. 22, 1968. The Semifinal is being taken into Division Office today Nov. 8, 1968.

cc: Construction 2 ✓
BPR
Division
File

SIGNED John T. Scofield LOCATION Beaverton 97005
John T. Scofield for James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUL 17 1968
FOR FILING

SU-563(1)

7129

C

July 17, 1968

Morrison and Bailey
Attorneys at Law
17th Floor Standard Plaza
Portland, Oregon 97204

Attention: Mr. Richard A. Van Hoomissen

Gentlemen:

In your letter of July 15, you requested information concerning a project with Cascade Construction Company on the western end of Lake Oswego.

I believe this is State Highway Contract No. 7129 for grading and paving on Harvey Way-Madrona Street in Lake Oswego on FAS 681, Project No. SU-563(1).

The bonding company is Peerless Insurance Company through Hugh Lacey Insurance, Inc., 1308 S. W. Alder Street, Portland.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

WILLIAM H. MORRISON
RALPH R. BAILEY
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
HOWARD K. BEEBE
ROBERT H. HOLLISTER
ROBERT R. CARNEY
FRANK E. MAGEE
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
TOM P. PRICE
THOMAS S. MOORE
MORTON H. ZALUTSKY
DAVID C. LANDIS
PAUL W. JONES
WALTER H. GREBE
GARR M. KING
GEORGE M. JOSEPH
ROBERT S. BALL

MORRISON & BAILEY
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 224-6440

July 15, 1968

Mr. Floyd Query
Oregon State Tax Commission
Salem, Oregon 97310

Dear Mr. Query:

Cascade Construction Company is the contractor on a State Highway job on Boones Ferry Road on the western end of Lake Oswego. Can you advise me of the name of the bonding company on Cascade Construction and the State Highway project number.

Very truly yours,

MORRISON & BAILEY

Richard A. Van Hoomissen
Richard A. Van Hoomissen

RAVH:bh

Fran ✓

NOTED
FLOYD QUERY

SU-563(1)

RECEIVED
JUL 16 1968
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HE[illegible]
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAY 29 1968
FOR FILING

SU-563(1)
7129

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 27, 1968

Cascade Construction Co., Inc.
Foot of S. W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7129 for grading and paving on the Harvey Way-Madrona Street (Lake Oswego) Section of FAS 681 in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc Rathbone, King & Seeley
Board of Trade Building
Portland, Oregon

Hugh Lacey Ins. Inc.
1308 S. W. Alder Street
Portland, Oregon

FAS 681

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 95154

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-15-68	CC 1122		503-1001-297

RECEIVED
16 1968

Clackamas County
Courthouse
Oregon City, Oregon 97045

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: Board of County Commissioners			
Advance Deposit			51,500.00
Partial transfer of advance deposit for the Harvey Way-Madrona Street (Lake Oswego) Section, FAS 681			41,500.00
To be retained			10,000.00

RECEIVED
MAY 16 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

NOTED
H. S. COX

Fred W. Hill, Member
Helix
Thaddeus Bruno, Member
Portland

April 26, 1968

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Gentlemen:

On April 25, 1968, a satisfactory bid was received from Cascade Construction Company, Inc. of Portland for constructing the Harvey Way-Madrona Street (Lake Oswego) Section of FAS 681. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$223,988.00
Flagging	2,000.00
Signing	800.00
13-1/2% Engineering & Contingencies	30,616.38
Estimated Total Cost	$257,404.38

County Advance Deposit:
20% of $257,404.38 = $51,480.87 or say $51,500.00.

Please make this advance deposit in the amount of $51,500 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

HR

Harold Reynoldson
Planning Engineer

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTE
DON HA

RECEIVED
JUN 21 1968

FOR FILING
SU-563(1)
7129

May 13, 1968

Bids rec'd
Apr 25

Cascade Construction Co., Inc.
Foot of S. W. Abernathy Street
Portland, Oregon 97201

Gentlemen:

The State Highway Commission on May 2, 1968, accepted your proposal for grading and paving on the Harvey Way-Madrona Street (Lake Oswego) Section of FAS 681 in Clackamas County for the sum of $223,988 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Clackamas County is received and the sum of $51,500 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7129. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 24, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. W. Rulien
James Cochell
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

fas 681

COUNTY OF CLACKAMAS
PUBLIC WORKS

FRED STEFANI, Chairman
S. C. ELY, Commissioner
STAN SKOKO, Commissioner

JOHN C. McINTYRE
County Engineer & Roadmaster
Phone 656-2641
Ext. 281

902 ABERNETHY ROAD OREGON CITY, ORE. 97045

April 30, 1968

RECEIVED
MAY 7 - 1968
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department
City & County Relations
Salem, Oregon

Attention: Mr. H.S. Cox

Dear Sirs:

Enclosed please find the resolution from the City of Lake Oswego, whereby they agree to take all steps necessary to prohibit parking of vehicles along the Harvey Way-Madrona Street section of Boones Ferry Road.

Sincerely yours,

John C. McIntyre
County Engineer & Roadmaster

JCM:lc
enclosure

Copy to: F. B. Klaboe
Willis Graffe, BPR
L. Rulien

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
HAROLD
REYNOLDS

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

fas 681

RECEIVED
MAY 7 - 1968
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION

WHEREAS, the City Council of the City of Lake Oswego has heretofore declared its intent to assume jurisdiction of that portion of Boones Ferry Road designated as the Harvey Way-Madrona Street (Lake Oswego) section upon completion of certain improvements to said section of road, and

WHEREAS, an agreement entered into between City, Clackamas County and the Oregon State Highway Commission to accomplish said road improvement as a part of the Federal Aid Secondary highway system requires that vehicle parking shall be prohibited on the roadway of said improved section of said highway, now, therefore,

BE IT RESOLVED that the City of Lake Oswego, upon completion of the improvements to the Harvey Way-Madrona Street section of Boones Ferry Road, does hereby agree to take all such steps as required to prohibit the parking of vehicles on the roadway of aforesaid section of Boones Ferry Road.

Adopted by the City Council of the City of Lake Oswego, convened in regular session on this 16th day of April, 1968.

Donald V. Ross
President of The Council

Attest:

OJ McGunigal
City Recorder

O. J. McGunigal, recorder of the City of Lake Oswego do hereby certify that the foregoing is a true and correct copy of the original thereof in the files of the recorder's office of the City of Lake Oswego.

OJ McGunigal
City Recorder

RESOLUTION

RECEIVED
MAY 7 - 1968
ENGINEER
COUNTY & CITY DIVISION

WHEREAS, the City Council of the City of Lake Oswego has heretofore declared its intent to assume jurisdiction of that portion of Boones Ferry Road designated as the Harvey Way-Madrone Street (Lake Oswego) section upon completion of certain improvements to said section of road, and

WHEREAS, an agreement entered into between City, Clackamas County and the Oregon State Highway Commission to accomplish said road improvement as a part of the Federal Aid Secondary highway system requires that vehicle parking shall be prohibited on the roadway of said improved section of said highway, now, therefore,

BE IT RESOLVED that the City of Lake Oswego, upon completion of the improvements to the Harvey Way-Madrone Street section of Boones Ferry Road, does hereby agree to take all such steps as required to prohibit the parking of vehicles on the roadway of aforesaid section of Boones Ferry Road.

Adopted by the City Council of the City of Lake Oswego, convened in regular session on this 16th day of April, 1968.

Donald V. Rais
President of The Council

Attest:

OJ McGuniga
City Recorder

O. J. McGunigal, recorder of the City of Lake Oswego do hereby certify that the foregoing is a true and correct copy of the original thereof in the files of the recorder's office of the City of Lake Oswego.

OJ McGuniga
City Recorder

file Boor

NOTED
H. S. COX
3-18-68

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 681

Project Name Harvey Way-Madrona Street
(Lake Oswego) Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured, or will be under condemnation by April 25, 1968.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Oregon City, Oregon, this 18th day of March, 1968.

RECEIVED
MAR 22 1968
ENGINEER
COUNTY & CITY DIVISION

CLACKAMAS County

Fred Stefani
Chairman

Commissioner

Commissioner

Copy to -- John Oaks
F. D. Morgan
Ivan Merchant
Ed. Morelock
C. G. Swenson
R. N. Chase

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arens

NOTED
RICHARD UNREIN

(11/29/66)

NOTED
H. PRANGE

(12-7-66 150)

COUNTY OF CLACKAMAS
PUBLIC WORKS

FRED STEFANI, Chairman
S. C. ELY, Commissioner
STAN SKOKO, Commissioner

JOHN C. McINTYRE
County Engineer & Roadmaster
Phone 656-2641
Ext. 281

902 ABERNETHY ROAD OREGON CITY, ORE. 97045

March 19, 1968

City & County Relations
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. H.S. Cox, County & City Engineer

Dear Sirs:

Enclosed please find a signed copy of the right-of-way certificate for the Harvey Way-Madrona Street section of F.A.S. 681. Please note under item one we have inserted the clause "Or will be under condemnation by April 25, 1968". We feel this will relieve the State Highway and its contractors from any liability relative to trespass on private property.

If you have any further questions concerning this matter, please feel free to contact me at your convenience.

Sincerely yours,

PUBLIC WORKS DEPARTMENT

John C. McIntyre

John C. McIntyre
County Engineer & Roadmaster

JCM:lc
enclosure

RECEIVED
MAR 22 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
[illegible]

6-b

March 11, 1968
(date)

NOTED
H. S. COY

RECEIVED
MAR 13 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED

- -

Highway FAS 681 (Boones Ferry Road)

Section Harvey Way-Madrona Street (Lake Oswego): FAS-C Project, Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

March 12, 1968
(date)

By Deane Seeger
City Manager

By
Commissioner

NOTED
HAROLD REYNOLDSON

By
Commissioner

NOTED
R. H. PRANGE

NOTED
[illegible]

NOTED
[illegible]

Copy to L. H. Young
Attention: Duane R[illegible]

NOTED
MAINOR C. HOLMES

6

March 11, 1968
(date)

NOTED
H. S. COX

RECEIVED
MAR 1 5 1968
ENGINEER
COUNTY & CITY DIVISION

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attention: Hon. Fred Stefani, Chairman

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON [illegible]

Highway FAS 681 (Boones Ferry Road)

Section Harvey Way-Madrona Street (Lake Oswego): FAS-C Project, Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

NOTED
HAROLD REYNOLDSON

If answer is yes, please list organizations:

3-12-68
(date)

By Fred Stefani

By
Commissioner

By
Commissioner

NOTED
R. H. PRANCE

NOTED
MAINOR C. HOLMES

Copy to L. H. Young
Attention: Duane Ridings

NOTED
[illegible] UNREIN

NOTED
T. B. Armsmaier

RECEIVED
MAR 4 - 1968

FOR FILING

SU-563(1)

7129

February 29, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3510

City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

Attention: O. J. McGonigal
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a finance construction agreement with Clackamas County, Lake Oswego, and the State Highway Commission covering the Harvey Way-Madrona Street (Lake Oswego) Section of the Boones Ferry Road.

We are sending a fully executed copy of this agreement to Clackamas County and we are retaining one for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Attachment

cc H. S. Cox
(conformed copy)

FAS 681
Clack Co

FORM PR-48
(REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

Monthly Transaction No. - 2-60 (PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 2/20/68
BY (Signature): L.H. Young's 9/25/67 letter
TITLE: Office Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 982 THRU ______

ITEM	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
982	8U-563(1)	0.81	$450,000	$270,000	Harvey Way - Madrona St. Section

2-20-68

Young 2-27-68

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan.

Use of crossectional dimensions somewhat substandard to the Secondary Road plan minimum design standards is hereby approved. This approval is granted with the understanding that steps are taken to prevent undue congestion on this substandard section. This could be partially achieved by the development of a facility between the South Tigard Interchange and FAS-681 near the northern end of the currently proposed project. In view of the residential development which is taking place west of Lake Oswego initiation of right of way reservation for this connection to I-5 should be immediately undertaken before acquisition costs become prohibitive. If you subsequently find that further exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2/20/68	A. W. Parsons, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~[illegible] MEMBER~~
~~WASCO~~
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

RECEIVED
NOV 28 1967
FOR FILING

SU-56-3(1)

7129

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 27, 1967

Mr. G. R. Brooks
Assistant Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

2016

Dear Sir:

In response to your memorandum of October 6, 1967, there is attached a letter from the Clackamas County Board of Commissioners relative to a desirable connection from I-5 at the Bonita Interchange easterly to Boones Ferry Road in the Lake Oswego area.

Although the statement does not denote a tone of urgency that we would like to hear concerning the development of this route, it does, nevertheless, indicate the County's ultimate arterial planning in the area.

It should be further noted that Clackamas County's timing on the development of this facility is somewhat dependent on the addition of the route to the Federal Aid Secondary System. We have had the County's submission in this office for some time; however, we felt that, since the proposed route would be a part of a comprehensive system expansion in the Portland Metropolitan Transportation Study Area involving Clackamas, Multnomah, and Washington Counties, it would be submitted for approval when system studies had been completed and reviewed in all three counties. We could, on the other hand, submit this route for immediate system action on an individual basis and thereby provide the County with the incentive to advance its planned development to a more realistic date, if you felt this action is recommendable.

It is requested that you consider the contents of the attached letter from Clackamas County and the comments contained herein in order that you might justifiably approve the Harvey Way-Madrona Street Section of FAS 601 in Clackamas County. If we can provide further information or additional documentation in this matter please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
NOV 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

HSCox

By: H. S. Cox
County and City Engineer

RHP:mr
Att.

Copy to: F.B. Kluboc
With assignment #2016

STAN SKOKO, Chairman
S. C. ELY, Commissioner
FRED STEFANI, Commissioner

COUNTY OF CLACKAMAS
Board of Commissioners

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON 97045

November 6, 1967

RECEIVED
NOV 8 1967
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department
City-County Relations Department
Salem, Oregon 97310

Attention: Mr. H. S. Cox

Gentlemen:

Our Engineer, Mr. Keeley, has recommended that we offer you a statement of intention on the proposed FAS route from Bonita Interchange (I-5) easterly to Country Club Road.

Our intention has been for some time to complete three road projects in this area. The first project being the Boones Ferry Road section (FAS #681), which is presently in the final phases of design and land acquisition. The second project was to be the Bonita Interchange-Country Club Road section, which would tie into the northern end of the Boones Ferry project. The third project considered would be on Boones Ferry Road northerly from Country Club Road to Multnomah County line.

The Bonita Interchange - Country Club Road section has received only cursory study at this time as it was felt that an FAS route should be established prior to any design effort or right-of-way acquisition. Our present thinking contemplates completing a formal study and possibly the beginning of right-of-way taking within the next five years and hopefully the opening and completion of the route within ten years.

As all three of the projects mentioned are connected and each affects the other, it has been our opinion that without the approval of the FAS routing on Bonita Interchange - Country Club Road section we should proceed very cautiously.

NOTED
R. H. PRANGE

Any effort that you could make to help declare this an FAS route would be sincerely appreciated and any effort that we can produce to assist you in this matter will be forthcoming as soon as practicable.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chairman

Fred Stefani

Commissioner

Commissioner

BCC/dab

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 6, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, Dist Engr
Salem, Oregon

G R Brooks

NOTED
H. S. COX

RECEIVED
OCT 11 1967
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Oregon Project SU-563(1), Harvey Way - Madrona Street Section (Lake Oswego) of FAS 681 Boones Ferry Road

We are in the process of reviewing your submission of subject project including the public hearing transcript, and justification for use of an essentially substandard typical section by the County Engineer, Mr. John Keeley and your Assistant Division Engineer, Mr. C. T. Keasey.

In the third paragraph of Mr. Keeley's March 10, 1967 letter we note a reference to a request by the county for a "new Federal-aid route from the northerly terminus of the above-mentioned project to I-5 and the Bonita Interchange and this request is presently under consideration by the Bureau of Public Roads."

We are unaware of any submission by the county for such a system addition, although a similar route was discussed at some length about two years ago and the county people left the impression they intended to make such a request.

It has long been our feeling that the suggested new route would be desirable and that right of way would rapidly increase in value, thus making it imperative to take quick action. This would afford excellent connection to the east side of the South Tigard Interchange from both a traffic and safety standpoint.

We are, of course, concerned over the use of the substandard typical section proposed for subject project, but are sympathetic to the county's problem involving such a high cost for right of way. If the alternate route discussed above could be developed in the near future it should relieve some of the traffic on this route and afford adequate justification to use such a cross section.

We would appreciate any comments that you may have concerning this matter.

10-11-67
REFERRED TO
Morgan - Cox - Young
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
OCT 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
P. B. [illegible]

CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

SU-563(1)

7129

PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

September 29, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

NOTED
F. B. KLABOE

Dear Sir:

We are replying to your letters of September 20, and September 25, 1967, which enclosed the plans for the following projects:

1. Nelson Point Shoofly Section, Old Oregon Trail Highway, Baker County.
2. Harvey Way-Madrona Street (Lake Oswego) Section, FAS 681, Clackamas County.
3. Coburg Interchange Section, Pacific Highway, Lane County.

None of the above projects will have any adverse effects upon wildlife resources, so they are approved.

We appreciate the opportunity to offer comments.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

Routing
Decker
Bond
Barben
Walker
Glenn
Swan
Peck
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
OCT 3 1967
CONSTRUCTION
DIVISION

ROK/ln
cc: Director, OFC

10-6-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
L. R. Chandler (2)
A. F. Parson (2)
fw

RECEIVED
OCT 4 - 1967

FOR FILING

Fred W. Hill, Member
Helix

SU-563(1)

7129

September 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Secondary Project Item 782, Project SU-563(1), which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

The documentation as required by IM 20-2-63 and IM 21-12-67 in support of this project have been forwarded to your office under Mr. Cox's letter of September 22, 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ed

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL-AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. 0.1 mi. SW Lake Oswego NE 0.81 mi. 21 65		**ADT**	PRESENT 5,200	FUTURE 8,000 (66) (70)	YEAR 87 (71) (72)
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr. Dr. High Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)

PL. AUTH YR
(74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Clack	
	NAME OF URBAN AREA 17-31 Portland (Lake Oswego)	ROUTE NO. S	FEDERAL-AID 861

ESTIMATED PROJECT COST

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. 0.1 mi. SW Lake Oswego NE 0.81 mi.			
5					**ROW**		(Harvey Way-Madrona Street Section.)			
5					**CONST** (CODE)			0.81	450,000	270,000

CARD	CODE					
1	1	PREPARED BY	PROJECT TOTALS	0.81	450,000 (16) (23)	270,000 (24) (33)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

.81 mi. (55)	**ADT**	PRESENT 5,200	FUTURE 8,000 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 971 ~~702~~ (14) (16)

						PROJECT NUMBER			I. Projects Only	
(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) 14	NUMBER 23 7	SEQ. NO. 13	POST MI. (24) (26)	DESIG. 27
						SU-	563	(1)		

COUNTY NAME	Clackamas	CODE 005 (14) (16)

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	861 (32)	Co. Rd. (36)	(37) (41)

		ESTIMATED PROJECT COST BY PHASES				
	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
81						Gr. Dr. 4 - 11' Lanes H.T. Pave., Curbs With 2' Offset, Left Turn Refuge One Intersection, 5' AC Footpath, Right and Left.
	0.81	450,000	270,000	90,000	90,000 (Co.)	ROW - 60' Min.; Access Control - None; Parking Restrictions - Complete.
T S	0.81	450,000 (16) (23)	270,000 (24) (33)	90,000	90,000 (Co.)	

REMARKS Relocation Assistance - None Required.

USCOMM DUSCOMM-DC 48905-P61

HARVEY WAY-MADRONA STREET SECTION

Project SU-563(1)

EXISTING FACILITIES:	20' oil surface, gravel shoulders varying from 3 to 6 feet.
ADJACENT SECTIONS:	
NORTH END:	20' oil mat with 3' shoulders.
SOUTH END:	20' oil mat with 6' shoulders.
PROJECT DATA:	Grade, curb, place AC paving 50' wide for a 4-lane travel section which has a 2' median, 2-11' inside lanes, 2-13' outside lanes; the latter including 2' curb offsets, and 5' AC sidewalks on each side. Install storm sewer system.
RIGHT-OF-WAY:	60' minimum
ACCESS CONTROL:	None
PARKING RESTRICTIONS:	Complete
RR XING:	None
MINIMUM DESIGN STANDARDS:	Exception to minimum design standards - no shoulder area, and substandard 11' travel lanes.
SYSTEM ACTION:	Completed
PUBLIC HEARING:	Held
UNUSUAL OR COMPLICATED SITUATIONS:	Roadway runs through conjested business area for which maximum obtainable right of way is 60', which precludes the use of maximum design standards.
ROUTE DATA:	This road serves the community of Lake Grove, and has a junction with FAP 46, has many feeder roads, has very heavy traffic. A portion of this route was affected by construction of the junction with FAS 860 in project S-325(3).

Form 2-128X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 26 1967

S-563(1)
7129

September 22, 1967

Mr. A. W. Parsons, Division
Bureau of Public Roads
177 Cottage Street, NE
Salem, Oregon 97310

Harvey Way-Madrona Street
(Lake Oswego) Section
Bonnes Ferry Road, FAS 661
S-563(1)
Clackamas County

Dear Sir:

Documentation for the subject project is hereby being submitted pursuant to the provisions of the following Bureau of Public Roads Memoranda:

IM 50-2-65, Paragraph B-3
Letter from F.B. Crandall indicating required data.
Statement from Clackamas County Engineer indicating that the existing substantial portion of right of way (60 feet) has been in the County's possession for a number of years.
Maps showing approval of location and design by affected local jurisdiction.

IM 21-12-67
Information has been received from our Planning Survey Engineer that pursuant to paragraph 5(b)(2) it is not necessary to submit the subject project to the "review agency" for comment and review, due to substantial portion of right of way having been acquired prior to June 30, 1967.

IM 21-11-67
The physical characteristics in regard to safety features have been considered in the design of the project to the fullest extent practicable and feasible as is provided for in IM 21-11-67(1).

PPM 20-8(1)
Public Hearing data was transmitted to you September 11, 1967.

STANDARDS
Approval for exceptions to standards is hereby recommended pursuant to attached correspondence by C.T. Kenney, Assistant Division Engineer and John Keeley, Clackamas County Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H.S.Cox
H. S. Cox
County and City Engineer

RHP:mr
Att:
cc: F. B. Klaboe
L. E. Young
R. H. Chase

RECEIVED
SEP 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 90M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1967

SUBJECT: Urbanized Area Federal Aid Projects

To: H. S. Cox
County and City Engineer
Office

The following urbanized area Federal Aid Project has been reviewed by this office and appears to comply with the recommendation of Paragraph B-3 of the Federal Highway Administration IM 50-2-65.

Harvey Way - Madrona St. ~~Reese Road-Sunset Drive~~ Section, FAS681, Clackamas County.

In order to obtain the Federal Highway Administration approval of Paragraph B-3 of IM 50-2-65, the following supporting statements should be included in your submittal letter.

1. A substantial portion of the right-of-way has been acquired. This statement should be obtained from the County Engineer.
2. The detailed location and permanent design has previously been approved by the Federal Highway Administration.
3. Evidence of the acceptance of the location and design of project by all of the affected jurisdictions.

Speical documents from the Transportation Study will not be required.

F B Crandall
F. B. Crandall
Traffic Engineer

RER:sp
cc: R.N. Chase

RECEIVED
MAY 1 - 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
SEP 21 1967
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON

STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

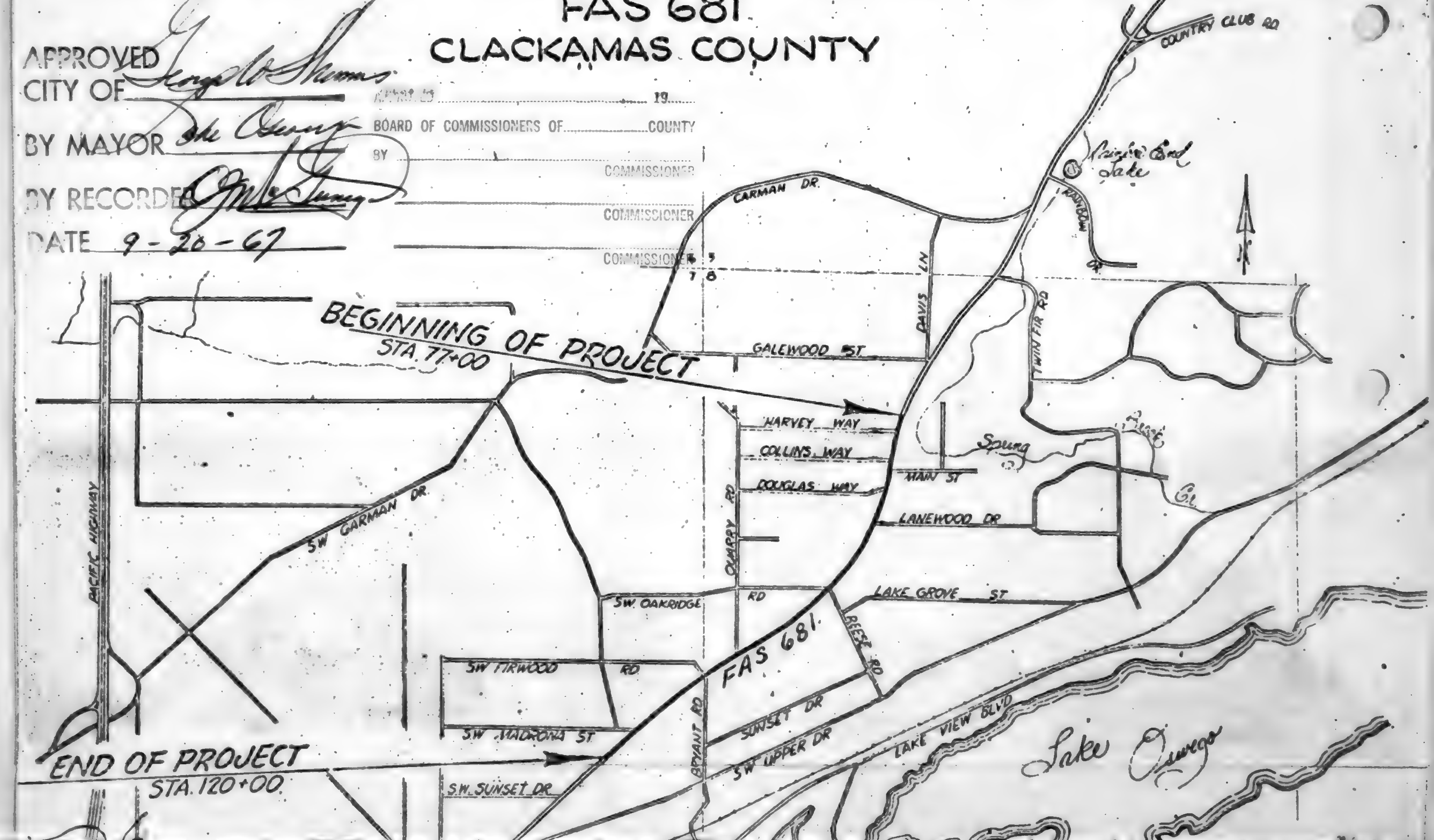
HARVEY WAY-MADRONA ST (LAKE OSWEGO) SEC.

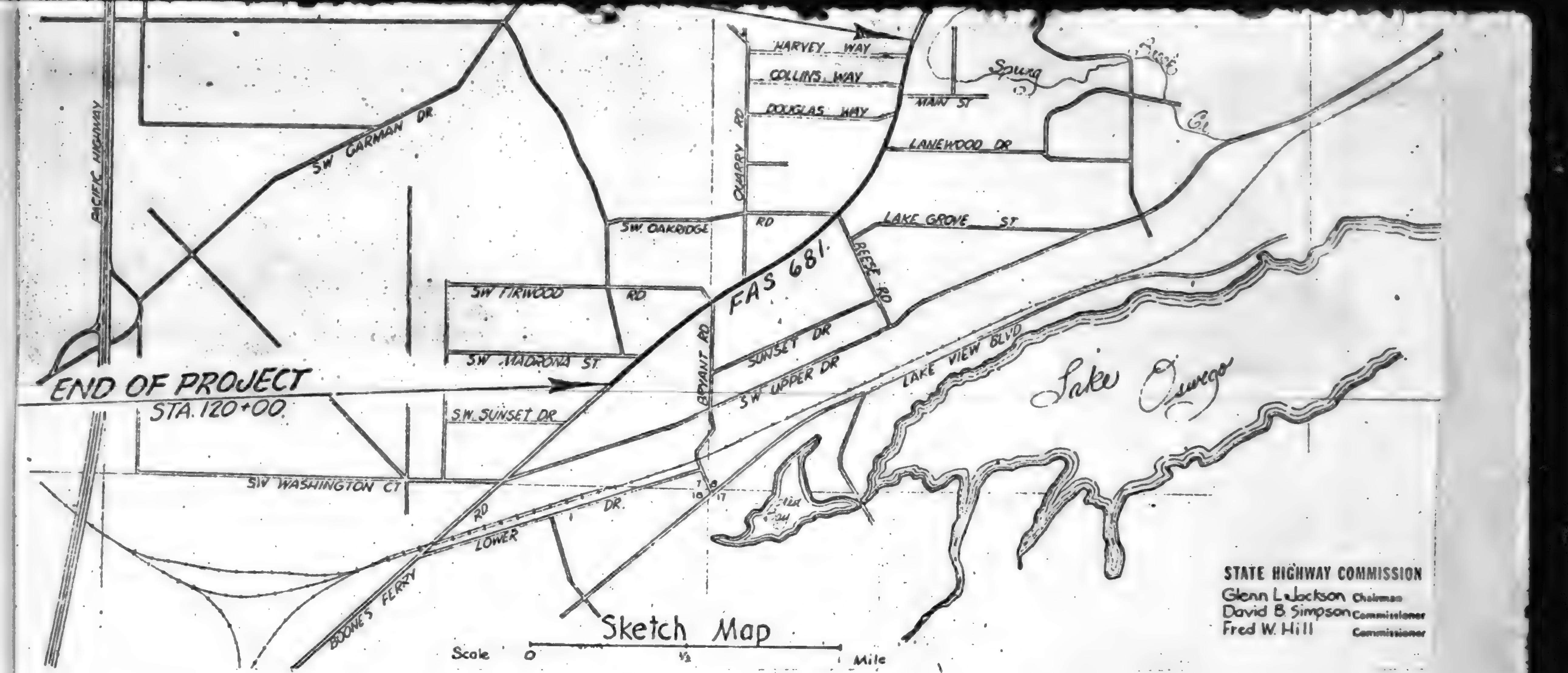
FAS 681

CLACKAMAS COUNTY

APPROVED George W. Simmons
CITY OF Lake Oswego
BY MAYOR
BY RECORDER
DATE 9-20-67

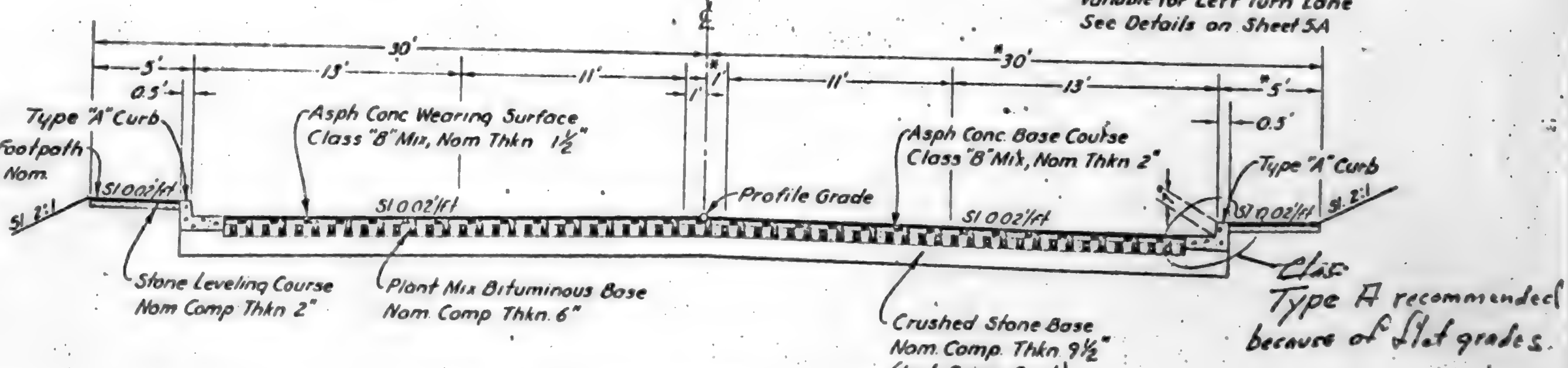
APPROVED .... 19....
BOARD OF COMMISSIONERS OF .... COUNTY
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER





STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
David B. Simpson Commissioner
Fred W. Hill Commissioner

TYPICAL SECTION



STA. 77+00 to STA. 120+00

RECEIVED
AUG 29 1967
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON

STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

HARVEY WAY-MADRONA ST. (LAKE OSWEGO) SEC.

FAS 681

CLACKAMAS COUNTY

APPROVED
CITY OF ____________

BY MAYOR ____________

BY RECORDER ____________

DATE ____________

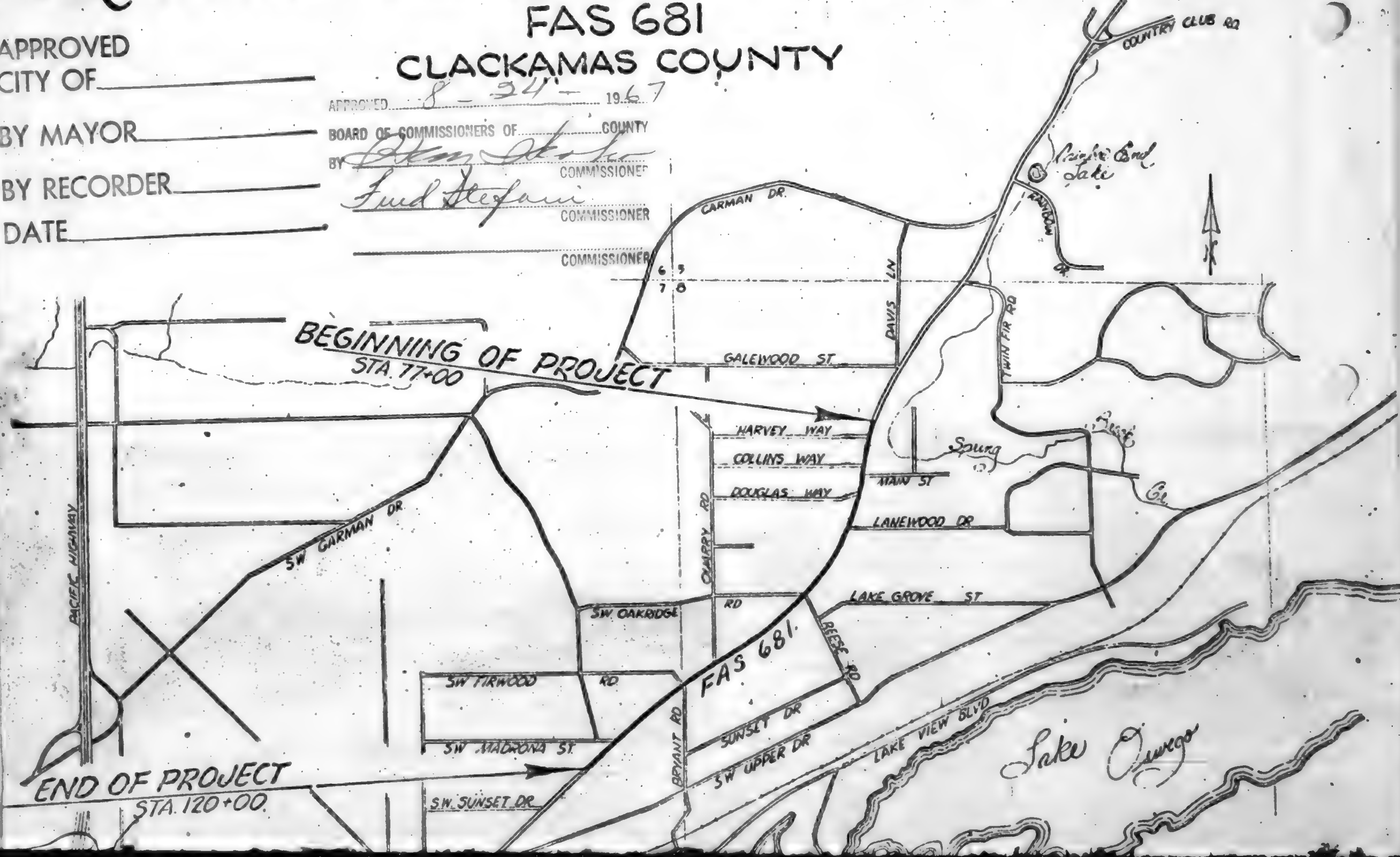
APPROVED 8-24- 1967

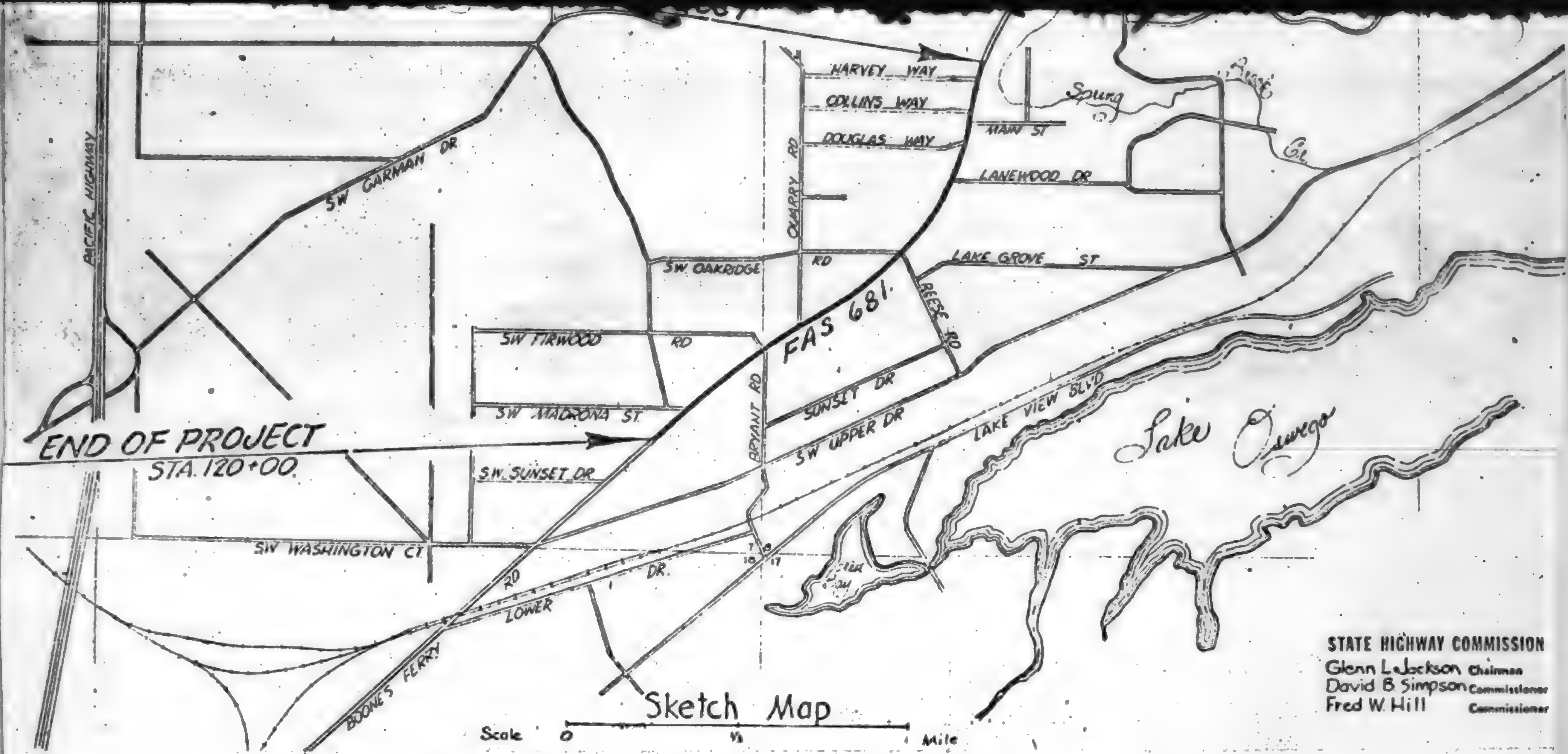
BOARD OF COMMISSIONERS OF ____ COUNTY

BY ____________ COMMISSIONER

Fred Stefani COMMISSIONER

____________ COMMISSIONER

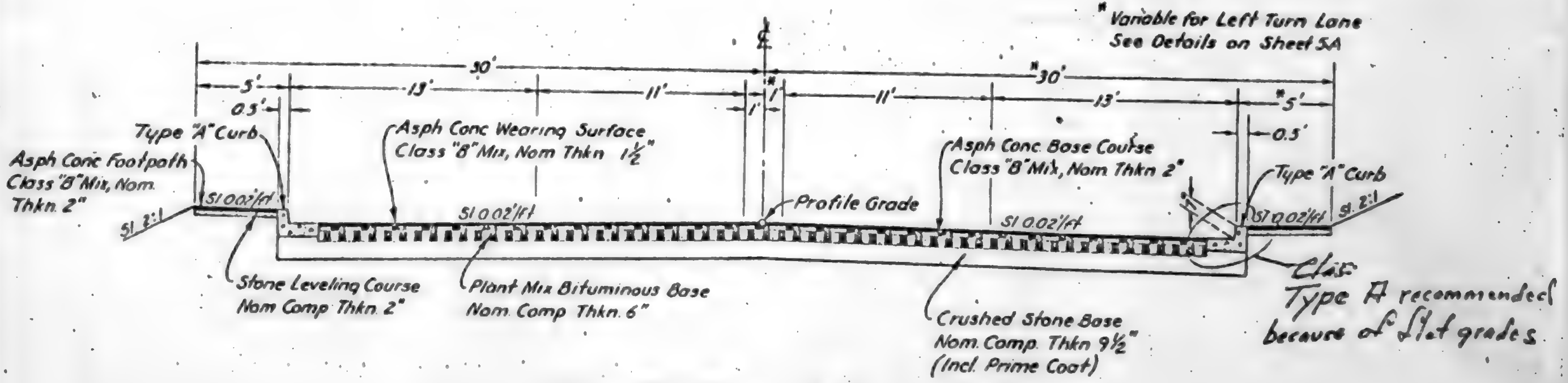




Sketch Map

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
David B. Simpson Commissioner
Fred W. Hill Commissioner

TYPICAL SECTION



STA. 77+00 to STA. 120+00

FORM E-30X—30M—7-66

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 1 3 1967
ENGINEER
COUNTY & CITY DIVISION

Portland, Oregon 97202
March 10, 1967

SUBJECT:

Proposed Clackamas County
FASC Project
Boones Ferry Road FAS 681

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Attention: Mr. D. J. Barbee

NOTED
P. B. [illegible]

Clackamas County recently submitted a request for an FAS project on Boones Ferry Road with some rather odd typical section widths. This was discussed with you by phone yesterday, and I have discussed it again with John Keeley, Clackamas County Engineer. We have arrived at what appears to be a satisfactory typical section for this road using a two-foot median, four 11-foot traffic lanes, two feet shy distance on each side to a curb and a five-foot walkway and utility strip between the face of curb and the proposed right of way line. In areas where a left turn problem will exist, the two-foot median has been swelled to 14 feet and the walkway and utility strip reduced to four feet. We believe that these typical sections will be adequate for this reduced speed section, and recommend that these deviations from standard be approved.

On their original cross section they showed a base design consisting of 3½ inches Class B a.c., 2 inches 3/4"-0 crushed rock and 8 inches of course crushed base. I am quite certain that this base design is not adequate for the projected traffic on this highway and have so advised Mr. Keeley. He agreed to change the depth of crushed rock base to an unspecified amount to be determined by laboratory analysis.

The proposal for this FAS project was to be submitted to the Highway Commission at the next meeting which, I believe, is March 14. This is a project on which Clackamas County will do all of the preliminary engineering and design work with the Highway Department to handle contracting and construction engineering.

L. W. Rulien
Division Engineer

by

C. T. Keasey

C. T. Keasey
Assistant Division Engineer

NOTED
HAROLD
REYNOLDSON

CTK:fb
Encs.
cc H. S. Cox w/attach.

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
DON HARWELL

COUNTY OF CLACKAMAS

JOHN H. KEELEY
ENGINEER [redacted]

ENGINEER'S & SURVEYOR'S OFFICE

Phone OLive 6-2641

940 WARNER-MILNE RD. OREGON CITY, OREGON 97045

March 10, 1967

RECEIVED
MAR 13 1967
ENGINEER
COUNTY & CITY DIVISION

City-County Relations
Oregon State Highway Department
Salem, Oregon

Gentlemen:

Enclosed is a revised drawing of the cross section of a portion of Lower Boones Ferry Road which is under consideration for reconstruction during the coming summer months. The typical section reduces the median to two feet and the travel lanes to 11 feet with a two foot shy distance on the curb side of the outside lanes. This reduction has been made in light of the residential and business nature of the surrounding area and the statutory speed of 25 m.p.h.

It is anticipated that all parking would be eliminated within the roadbed and that the abutting business and residential areas would be capable of allocating sufficient off-street parking to provide for the storage of vehicles.

It is requested that the section of roadway previously submitted be terminated at Station 121+00 in order to eliminate the necessity of a P.U.C. hearing at this time and with the anticipation that the remaining portion of the southerly section of this project be completed in later stages. The northerly terminus of this portion of road would empty onto a two lane roadway at the location anticipated for a connection westerly with I-5. The County has requested a new Federal aid route from the northerly terminus of the above mentioned project to I-5 and the Bonita interchange and this request is presently under consideration by the Bureau of Public Roads.

The deviations from the Oregon State Highway Department's standards in the construction of this roadway as indicated on the attached cross section are requested and we believe dictated by the extremely high cost of increased right-of-way. Our right-of-way agent presently estimates that the 10 foot additional right-of-way needed to provide for the 70 foot section will cost in excess of $200,000.

We therefore request that the State Highway Commission allow the deviations mentioned from the Department's standards for the reasons indicated above.

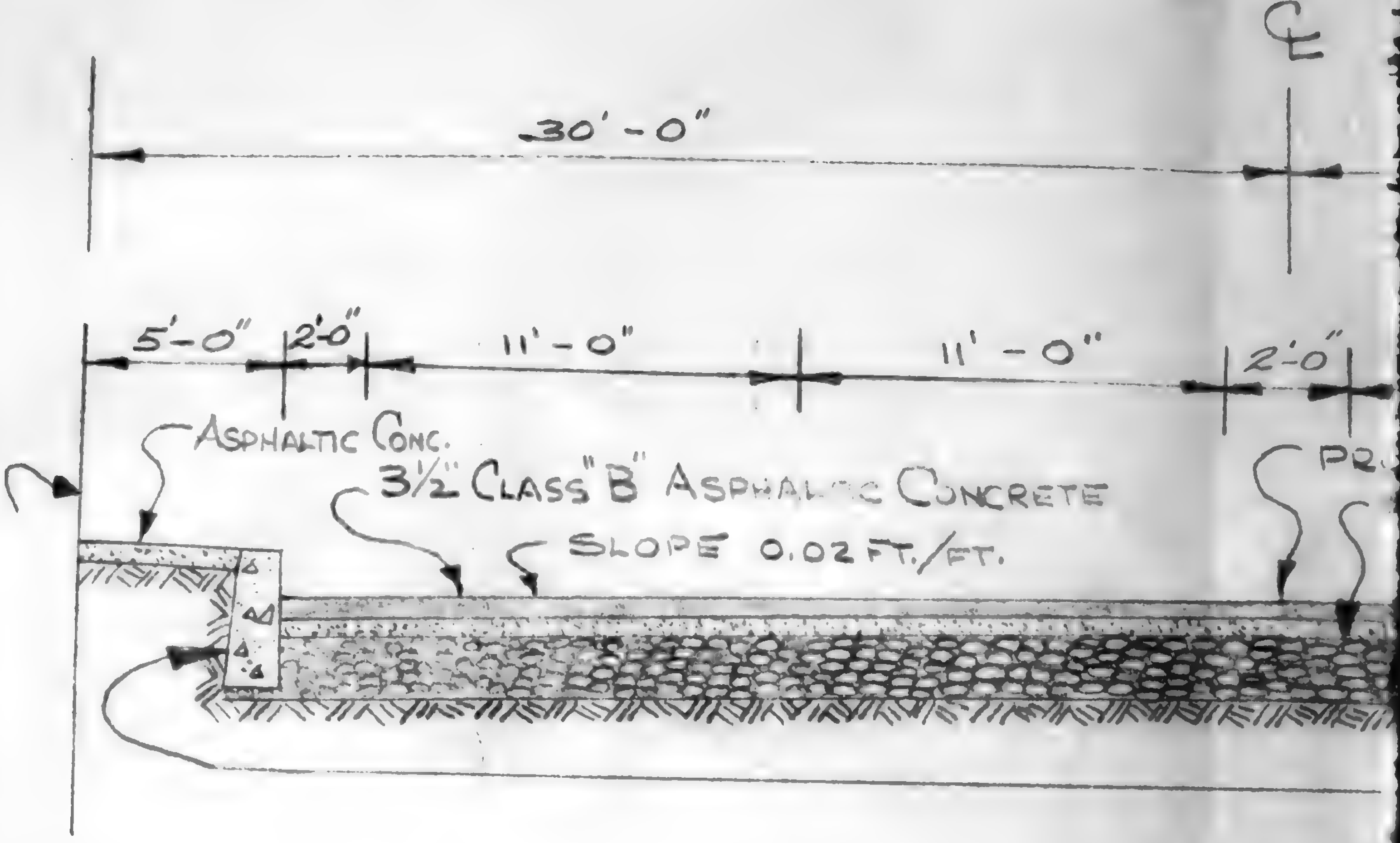
Yours truly,

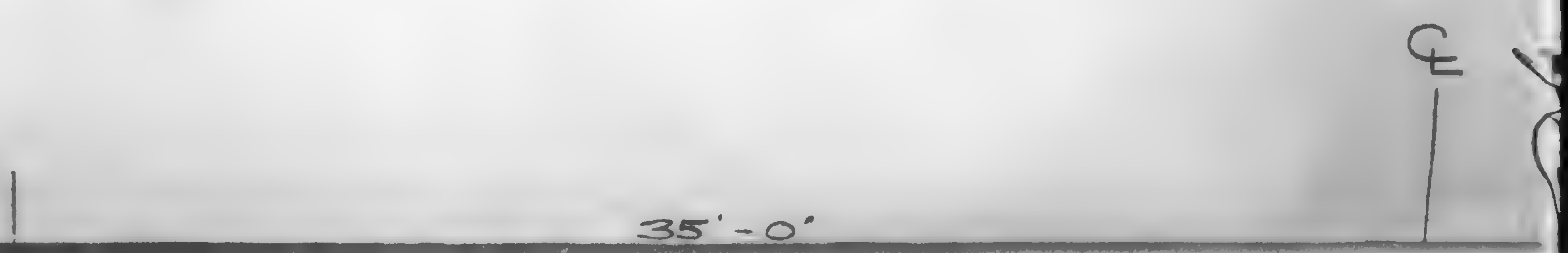
John H. Keeley

John H. Keeley
County Engineer

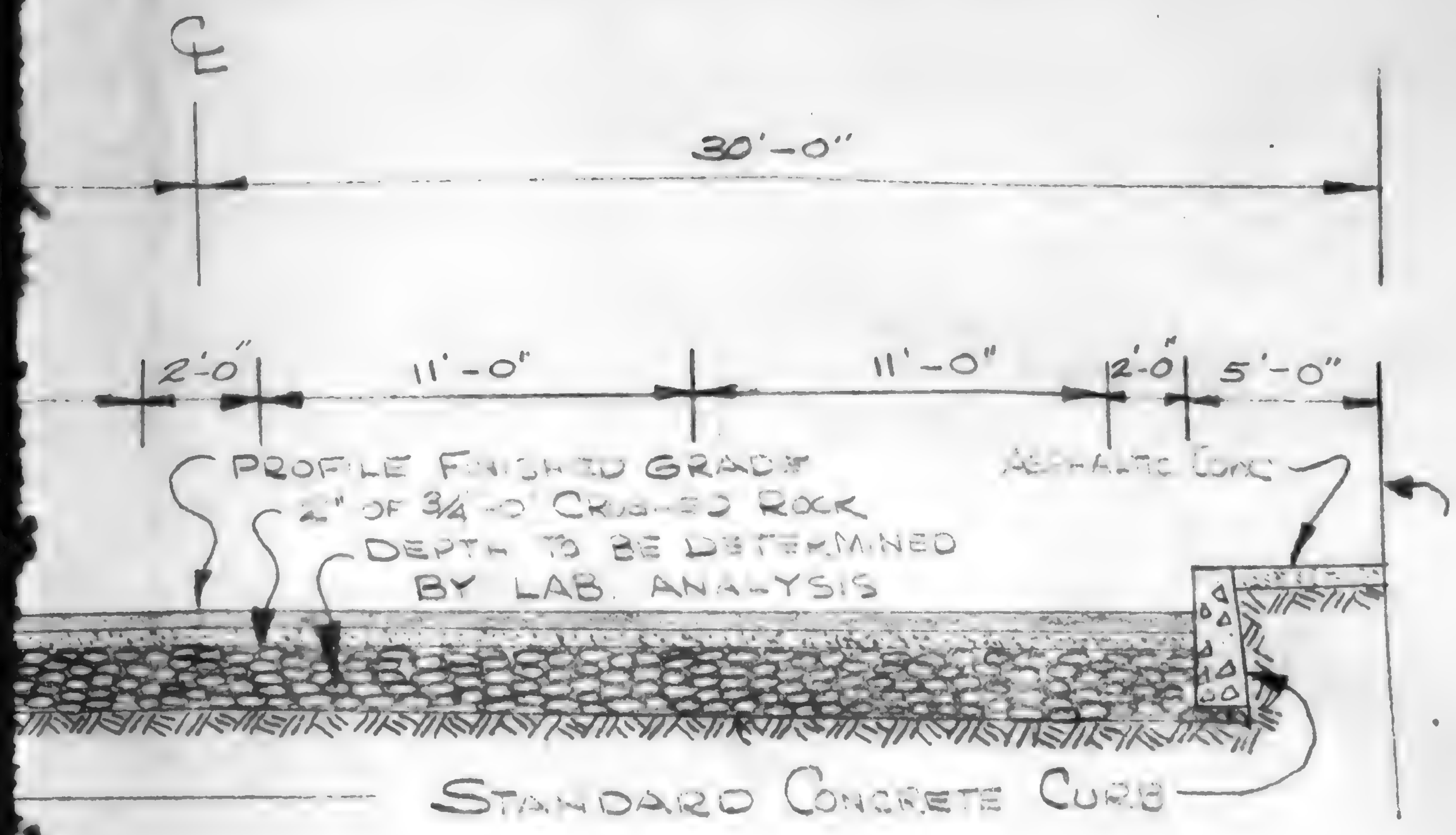
JHK:mjs
Enclosure

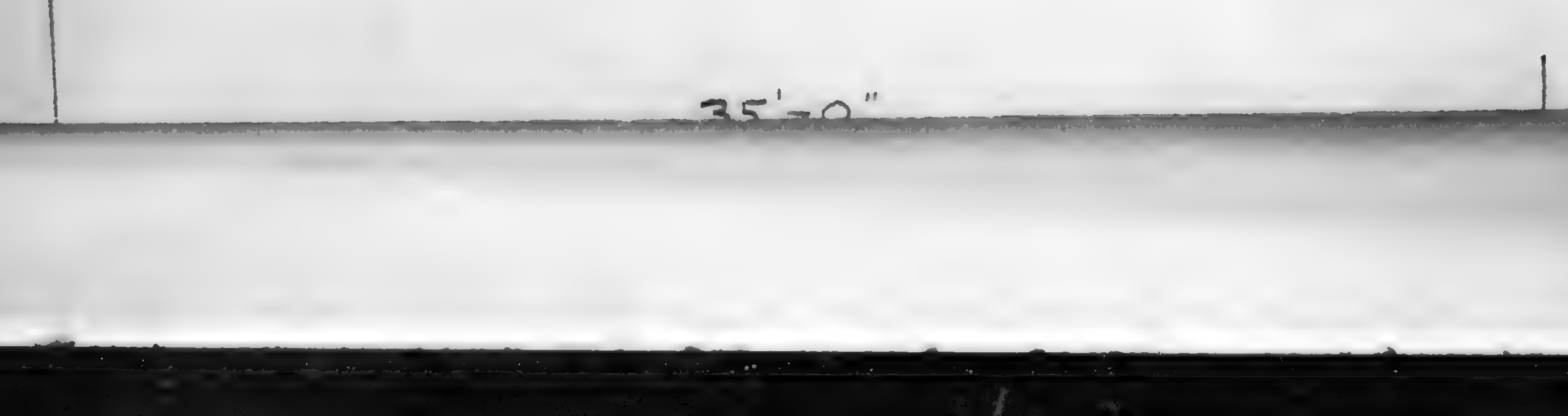
CLACKAMAS COUNTY ENGIN
JOHN KEELEY, COUNTY

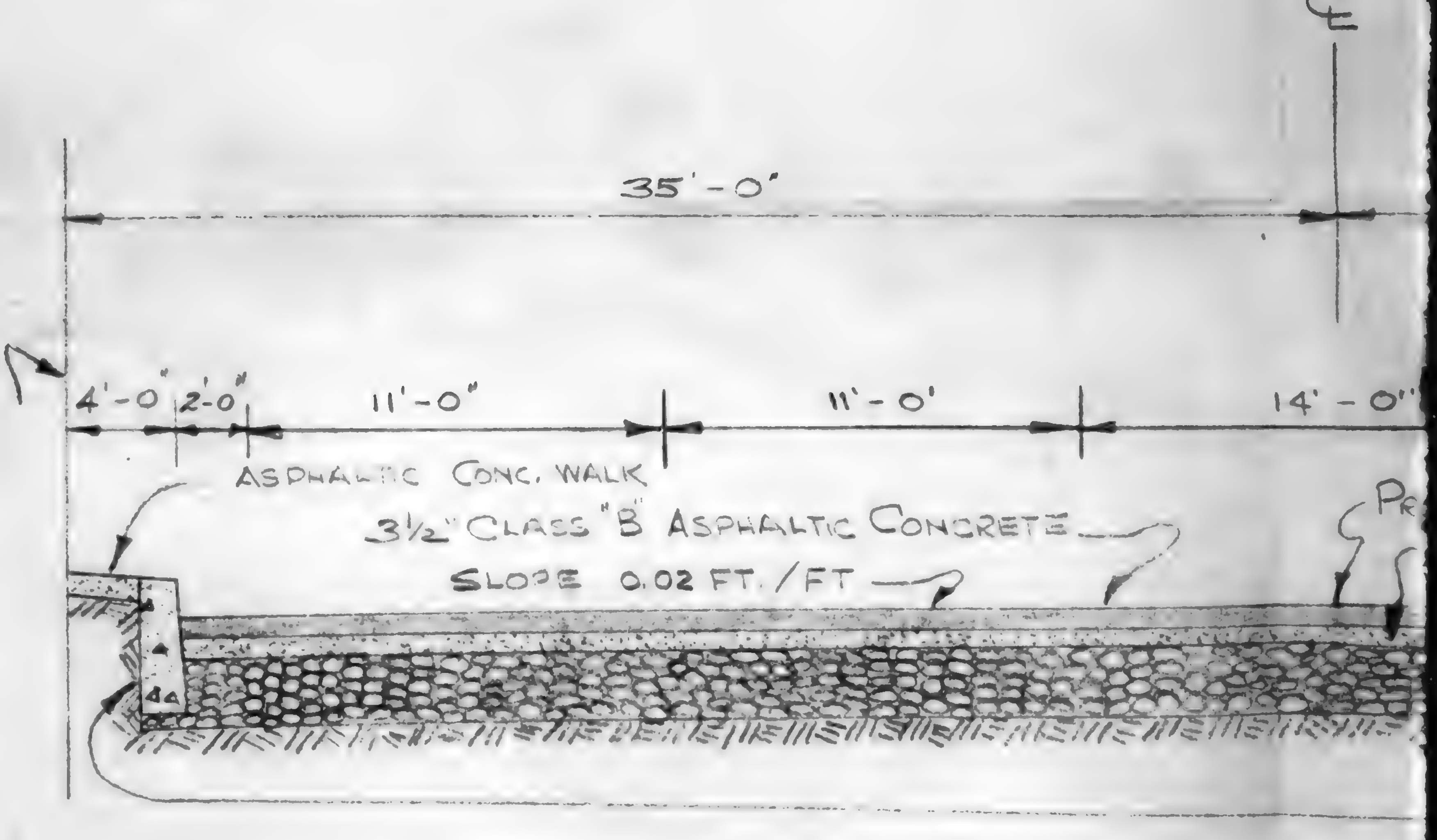




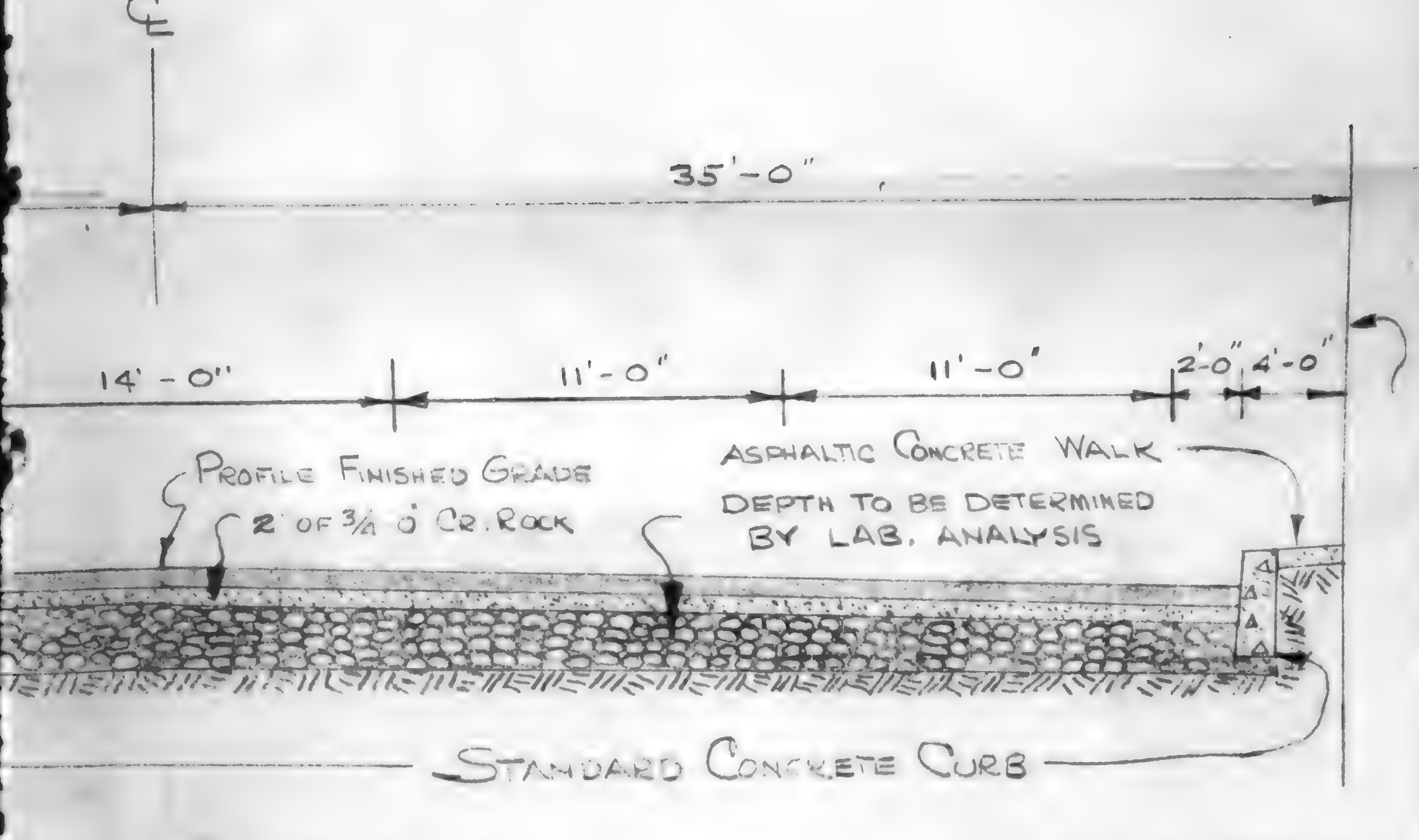
Y ENGINEERING DEPARTMENT
LEY, COUNTY ENGINEER







TYPICAL SE
FOR
BOONES FERRY ROA
FAS PROJECT



ICAL SECTIONS
FOR
RY ROAD (MARKET ROAD NO. 13)
PROJECT NO. 681

RECEIVED
MAR 13 1967
ENGINEER
COUNTY & CITY DIVISION

TELFORD 3/8/67

MEMO TO R. N. CHASE Date September 20, 1967

FAS 681 , Clackamas COUNTY: Harvey Way-Madrona Street SECTION

TERMINI: 1.6 miles northeast of FAP 46 to a point 2.41 miles northeasterly of FAP 46, all within the community of Lake Grove.

PROPOSED WORK: Grade; curb; surface; A C Paving; sidewalks and drainage.

PROJECT LENGTH: 0.81 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$450,000	$270,000	$90,000	$90,000	

EXISTING FACILITIES: 20' oil surface, gravel shoulders varying from 3 to 6 feet.

ADJACENT SECTIONS:
NORTH/[redacted] END: 20' oil mat with 3' shoulders.

SOUTH/[redacted] END: 20' oil mat with 6' shoulders.

PROJECT DATA: Grade, curb, place A C paving 50' wide for a 4-lane travel section which has a 2' median, 2-11' inside lanes, 2-13' outside lanes; the latter including 2' curb offsets, and 5' A C sidewalks on each side. Install storm sewer system.

RIGHT-OF-WAY: 60' minimum
ACCESS CONTROL: none — there will be no parking on this street on this section

RR XING: none
MINIMUM DESIGN STANDARDS: Exception to minimum design standards-no shoulder area, and substandard 11' travel lanes
SYSTEM ACTION Completed
PUBLIC HEARING: held

UNUSUAL OR COMPLICATED SITUATIONS: Roadway runs through conjested business area for which maximum obtainable right of way is 60', which precludes the use of maximum design standards
ROUTE DATA: This road serves the community of Lake Grove, and has a junction with FAP 46, has many feeder roads, has very heavy traffic. A portion of this route was affected by construction of the junction with FAS 860 in project S-325(3).

COUNTY OF CLACKAMAS

BOARD OF COUNTY COMMISSIONERS
CLACKAMAS COUNTY STATE OF OREGON

JOHN H. KEELEY
ENGINEER [redacted]

ENGINEER'S & SURVEYOR'S OFFICE

Phone OLive 6-2641

940 WARNER-MILNE RD. OREGON CITY, OREGON 97045

September 15, 1967

FAS 681
Clack. Co.
Harvey Wy. - Madrona St.

Mr. Robert Prange
City-County Relations
Oregon State Highway Department
Salem, Oregon

Dear Bob:

As per our telephone conversation of 14 September 1967, enclosed please find our Standard Drawings covering the construction of a sump with a standard manhole cover.

Sincerely,

Richard L. Dopp
Assistant County Engineer

RLD:mjs
Enclosures

RECEIVED
SEP 18 1967
ENGINEER
COUNTY & CITY DIVISION

Copy to:
Tom Iwen

NOTED
P. B. Arensmeier

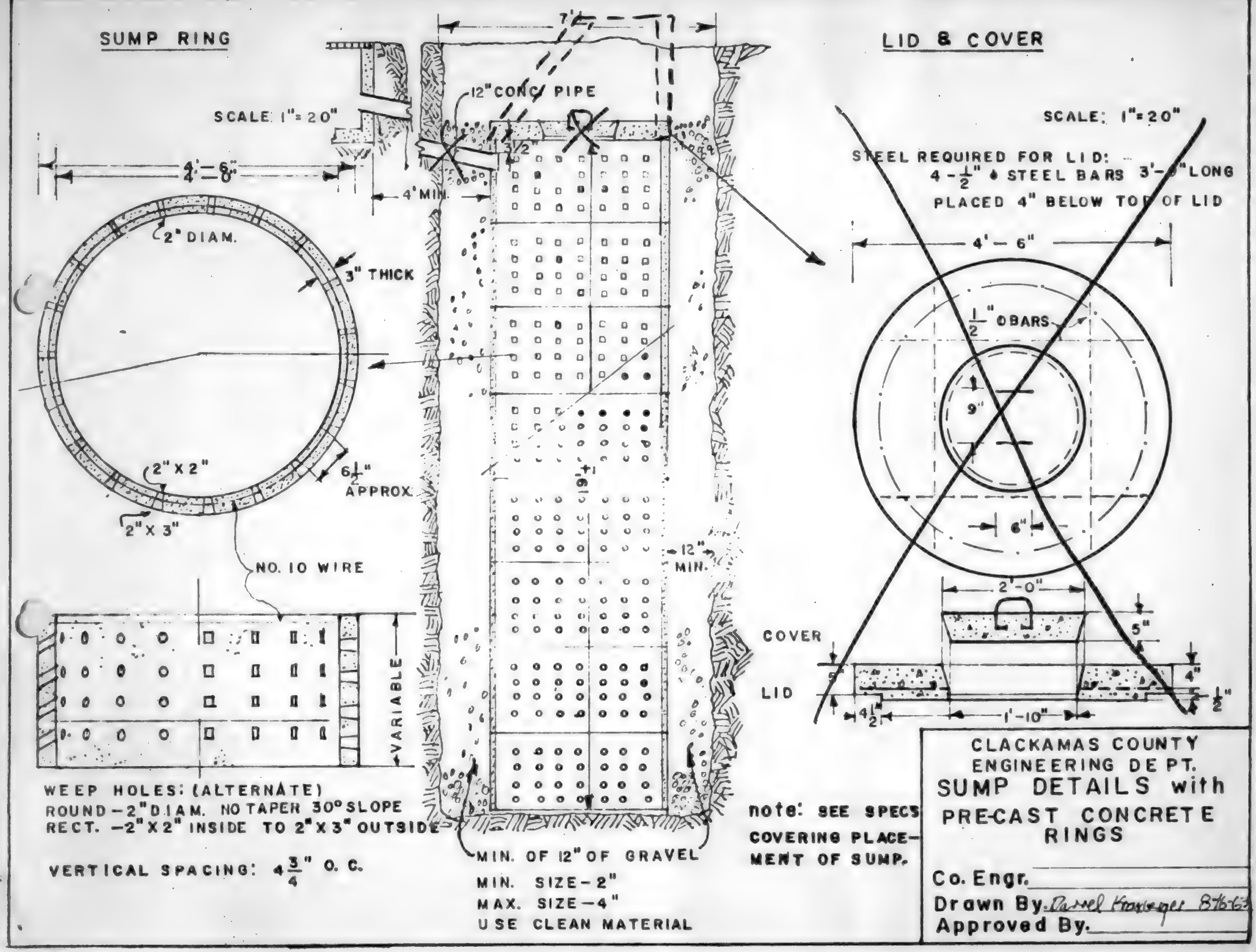
NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

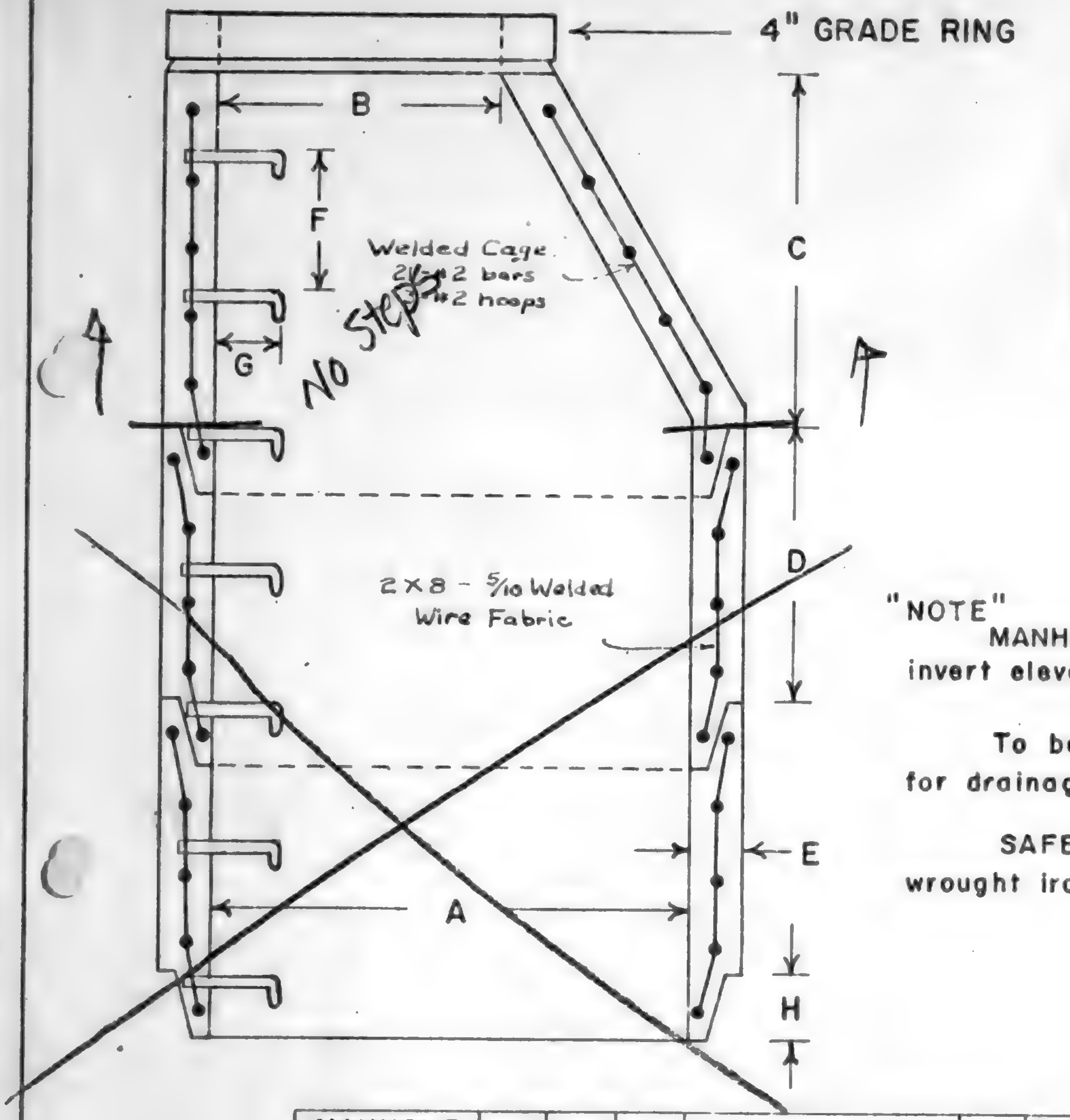
NOTED
DON HARWELL

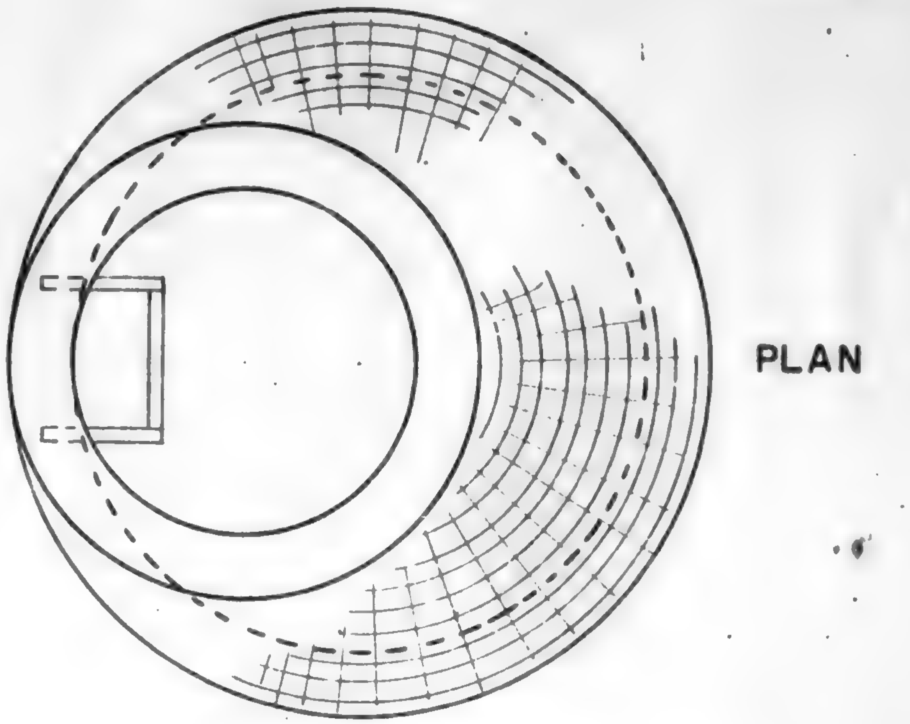


CLACKAMAS COUNTY
ENGINEERING DEPT.
SUMP DETAILS with
PRE-CAST CONCRETE
RINGS

Co. Engr. ____________
Drawn By. Darrel Krasenger 8-16-63
Approved By. ____________

CD-253
Order No. 11084





"NOTE"
MANHOLES to be installed when 6 feet or more from invert elevation of outflow pipe to pavement surface.

To be furnished with SLOTTED COVER when used for drainage.

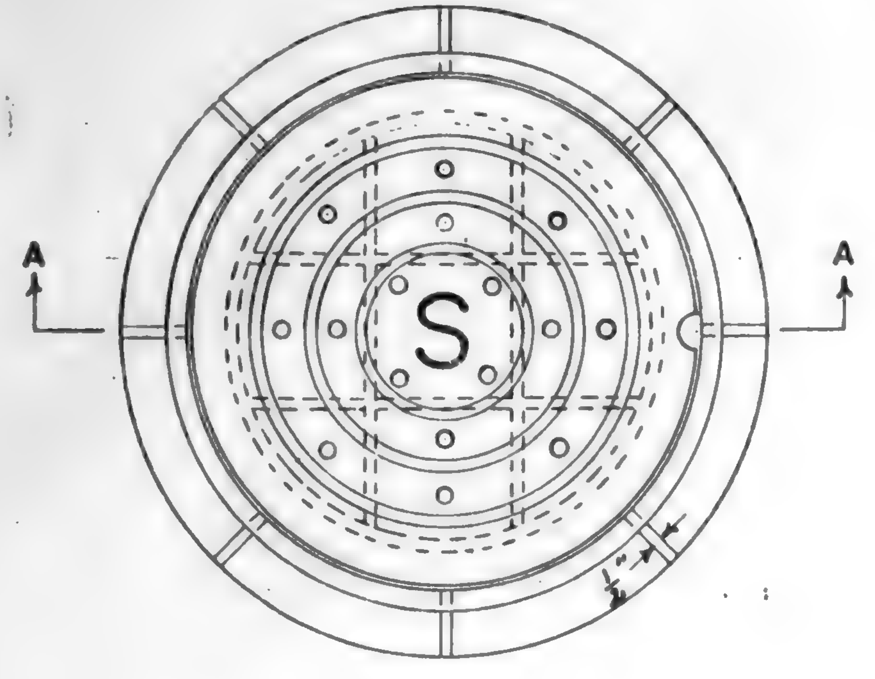
SAFETY STEPS shall be 3/4" X 12" galvanized or wrought iron.

MANHOLE DIAMETER	A	B	C	D				E	F	G	H
42"	42	25	36	12	24	36	48	4½	12	5	3½
48"	48	25	36	12	24	36	48	5	12	5	4

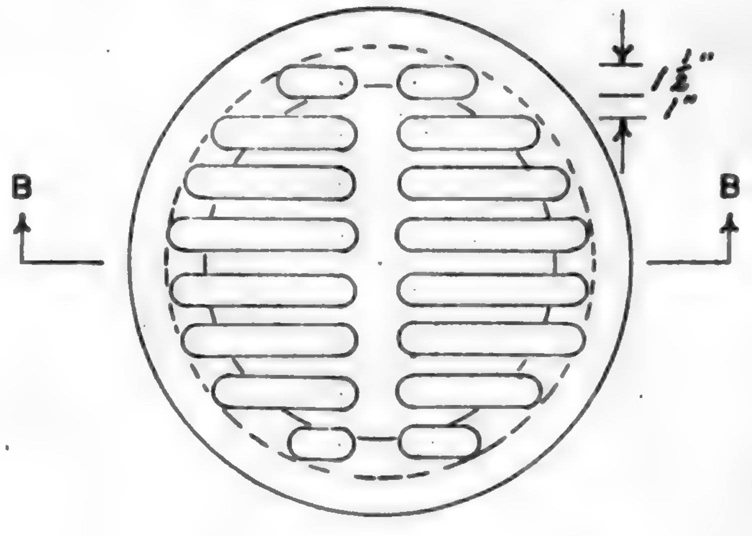
CLACKAMAS COUNTY
ENGINEERING DEPT.
REINFORCED
PRE-CAST MANHOLE
WITH STEPS
CO. ENGR. John H. Keeley
DRAWN BY Norman E. Corkin
APPROVED C.C.B.C.

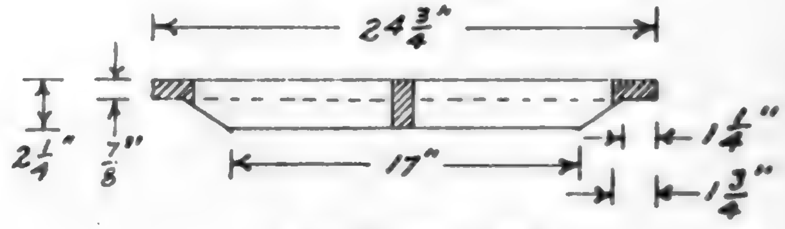
CD-254
Order No. 11084

STANDARD MANHOLE COVER and FRAME

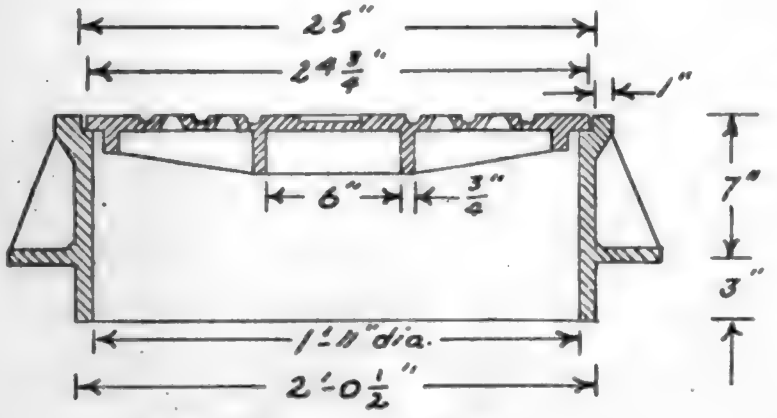


MANHOLE GRATE





SECTION B-B



SECTION A-A

"NOTE"

Bearing surfaces on cover and frame to be machined to a true bearing.

Appox. weight
Cover 139 lbs.
Frame 237 lbs.

CLACKAMAS COUNTY
ENGINEERING DEPT.
MANHOLE COVER
and FRAME
CO. ENGR. John H. Kelley
DRAWN BY Norman E. Corbin
APPROVED BY C.C.B.C.

7/27/67

MEMO TO FILES:
Re: Reese Road-Sunset Drive Section
FAS 681
Clackamas County

Upon examining the plans, submitted by Clackamas County Engineer, on subject project Mr. Frank Hall informed me that it would be necessary to do the plans over on a 50 foot scale in order to get in all the necessary detail.

This morning I called Mr. Dick Dopp, Assistant Clackamas County Engineer, and informed him of the necessary change, and asked him if the County would wish to put the plans on a 50 foot scale or have the State Highway Department do it. Mr Dopp told me that since they were so busy at this time it would be better for the State Highway Department to do the work.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County & City Division

HR:nr

cc: W. H. Sample
Ben Gifford
Dick Dopp, Assistant Engineer
C. T. Keasey, Assistant Division Engineer

7-27-67

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

9-7

July 24, 1967
(date)

RECEIVED
JUL 27 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attention: Hon. Stan Skoko, Chairman

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

- -

Highway FAS 681

Section Reese Road-Sunset Drive Section: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

7-26-67
(date)

By Stan Skoko

By Fred Stefani
Commissioner

By
Commissioner

cc M. Young
att: [illegible]

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmei

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of Pages

SU-56 3(1)
7129

SEP 15 1967

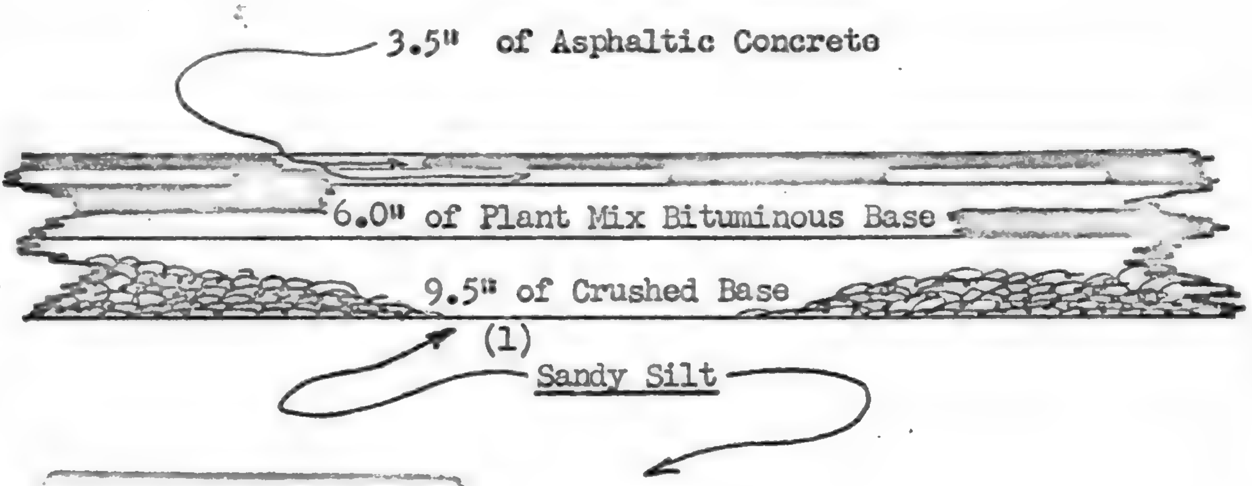
Section HARVEY WAY - MADRONA STREET Highway F.A.S. 681 County Clackamas Prefix

Res. Engr. Approx. Length Miles. Sta. to Sta. Date 9-7-67

Truck A.D.T. 198 Traffic Coefficient 8.3 18 kip s.a. per day 138.8.

Annual Precipitation 42"+ Frost Penetration - - - - - - - -.

(1)
Typical Soil
25 LL
2 PI
97 %P 10
71 %P200
3 %Gravel
6 %C Sand
20 %F Sand
53 %Silt
18 %Clay
11 "R" Value



CBR Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	11.0	6.0	P.M.B.B.
	9.5	9.5	Cr. Base
27.5	27.5	19.0	

AASHO CLASSIFICATION:

A-4 (7)

MATERIAL SOURCES:

To be determined by the Engineer.

RECEIVED
SEP 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer
County - City (2)

Submitted by C. J. Gregg
for Staff Assistant

Recommended by
Engineer of Materials

Recommended by
Asst Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

HARVEY WAY - MADRONA STREET
F.A.S. 681
Clackamas County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
30 - 90	3.5"	2.0"	14.5"	23.5"	20.0"
8 - 30	3.0"	2.0"	12.5"	20.5"	17.5"
1 - 8	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	6.5"	12.5"	10.5"

Should substitutions be made use the "CBE" total requirement column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

SECTION: HARVEY WAY - MADRONA STREET
HIGHWAY: F.A.S. 681
COUNTY: Clackamas

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1966 Present ADT 5200 (Total)
B. 1986 Future ADT 8000 (Total)
C. Mean ADT 6600 $(\frac{A+B}{2})$
D. Design Period 20 Years
E. No. of Lanes 2
F. Percent Trucks 6 (ADT Basis)
G. Trucks (in one direction) $\frac{F}{2}$= .03 x (C) 6600 = 198
H. % Trucks in Design Lane 100 %
I. Trucks in Design Lane (G) 198 x (H) 100 % = 198

TRAFFIC COEFFICIENT = $K(I)^{0.119}$
where K = 4.669
= 8.8

SECTION: HARVEY WAY - MADRONA STREET
HIGHWAY: F.A.S. 681
COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County requested Asphaltic Concrete.
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:
No cost comparison made for this project. See Items 6 & 12.

3-6-67

CLACKAMAS COUNTY
PROPOSED PROJECT (1967 Funds)

FAS 681 ~~[illegible]~~, Boones Ferry Road, Reese Rd-Sunset Drive ~~Davis Lane-Pilkington Road Section~~. Grade, pave and curb. $450,000. 1.3 miles.

County is to do survey and plans. Four lane curb section, A C paving, traffic hideouts at strategic places. Widen existing Railroad crossing.

HIWAY COMMISSION
APPROVED ON
MAR 14 1967

67-b
3/6/67

COUNTY OF CLACKAMAS

JOHN H. KEELEY
ENGINEER [redacted]

ENGINEER'S & SURVEYOR'S OFFICE

Phone OLive 6-2641

940 WARNER-MILNE RD. OREGON CITY, OREGON 97045

NOTED
H. S. COX

March 1, 1967

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

Oregon State Highway Department
City-County Relations Department
Oregon State Highway Building
Salem, Oregon

Gentlemen:

Enclosed is the data required for programming the County FAS projects. We would hereby request that the State consider programming a portion of Market Road No. 13 (FAS 681) in the City of Lake Oswego in Clackamas County, according to the attached data.

Your consideration of this matter will be sincerely appreciated.

Yours truly,

BOARD OF COUNTY COMMISSIONERS

Approved 1 March '67:

John H. Keeley
John H. Keeley
County Engineer

Chairman

Commissioner

Fred Stefani
Commissioner

JHK:mjs
Enclosure

RECEIVED
MAR 2 - 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED

copy for:

RECEIVED
MAR 2 - 1967
ENGINEER
COUNTY & CITY DIVISION

DATA REQUIRED FOR PROGRAMMING COUNTY FAS PROJECTS

Date February 27, 1967

I. PROJECT DATA

A. County Clackamas FAS No. 681 ADT (1967) 5000

Name of Project Market Road #13(Boones Ferry Road) Improvements

Length 1.3 miles Location Station M.P. 77+00 to Station ~~M.P.~~ 145+00

Davis Lane to Pilkington Road

(Termini, relate to city, community center, road junctions, or other geographical features.)

B. Type of Work

(1) Grading:
Length 1.3 miles Subgrade width 50'-8" and 64'-0" feet

(2) Surfacing:
(a) Subbase: Length 1.3 miles Type of material Clay and Boulders
Width 52 and 65 feet Depth Ave. 18 inches

(b) Bottom base:
Length 1.3 miles Width ____ feet Depth 8 inches

(c) Top base or leveling:
Length 1.3 miles Width ____ feet Depth 2 inches

(d) Oiling:
Type ____ Length ____ miles Width ____ feet

(e) Paving:
Type Class B 3-1/2" Length 1.3 miles Width 50'-8" and 64'-0" feet

(f) Shoulders:
Type Curbs Length 1.3 miles Width ____ feet

(3) Structures: Type None

Clear width ____ feet Length ____ feet

Sidewalks: Width 3' and 4'-8" feet One side ____ Both sides x

Describe immediate alignment, intersections or railroad crossings.

Follows old alignment except maximum curvature is 8 degrees - One existing railroad Xings at grade

ccr 63-a

(4) General

(a) Will a complete survey be required? Yes____ No X

(b) Will a partial survey be required? Yes____ No X
(line and grade only)

(c) Will early programming with B.P.R. be required? Yes X No____
(If yes, which of the following reasons apply)

Survey____________ Construction Inspection____________

Other____________

Remarks Approval by B.P.R. so contract for construction can be let this year.

C. Costs

Total	Federal	State	Other
$ 400,000.00	240,000.00 $ ~~200,000.00~~	80,000 $~~120,000~~.00	80,000 $ ~~80,000.00~~

D. Existing Facilities
New facility____________ Reconstructed facility X

(1) Roadway: Length 1.3 miles Width 50'-8" and 64 feet

Type surfacing Class B Asphaltic Conc. Width 50'-8" and 64 feet

(a) Alignment: (Note number, location and estimated degree of curves eased or eliminated.)

1 - Curve eased 4 degrees of curvature eliminated

(b) Grades: (Note % of grades, location and sight distances of vertical curves.)

Maximum grade 6% - Minimum sight distance 350 feet

Minimum length of vertical curve 700 feet

Remarks Except at R.R. Xing #1

(2) Structures on existing facility. Yes____ No X

(a) Type None
Width________feet Length________feet

(b) Condition of footings and piers.____________

ccr 63-a

Structures on existing facility (cont'd)

(c) Condition of superstructure (caps, stringers, deck or truss) None

E. Adjacent Sections

(a) Roadway: N/E Width 28 feet W/S Width 28 feet

(b) Surface type: N/E Oil Mat Width 20 feet

W/S Oil Mat Width 20 feet

(c) Describe proposed improvement, N/E. (Existing Road not improved)

Describe proposed improvement, W/S, (Existing Road not improved)

(d) Describe any immediate structures or facilities. None

(e) Any immediate apparent hazards? Yes___ No xx

Describe:

Remarks

F. Railroad Crossings

Yes X No___

(a) Name of railroad. Southern Pacific

(b) Number of tracks. Mainline 1 Siding 1

(c) Number of trains per day. 2 Freights Trains

(d) Number of high speed trains per day. None

(e) Sight distance: N 500 feet S 500 feet

E 150 feet W 100 feet

ccr 63-a

Railroad crossings (cont'd)

(f) Present protection: Number of X-bucks 2

Number of advance warning None Number of stop signs None

Automatic signal - type Flashing lights (One each side of tracks)

(g) Proposed protection: Flashing lights(one each side of tracks)

(h) P.U.C. hearing? Yes ____ No x

Remarks Existing crossing will be utilized in new construction

(i) If improvement, state amount of railroad participation. None %

G. Access Control

Yes ____ No x

Remarks Business District

H. System Action

Yes ____ No ____

Remarks

I. Public Hearing

Yes x No ____

Remarks

J. Unusual or complicated situations

Yes x No ____

Remarks Canada-Mexico Telephone line buried under pavement will have to be lowered between Sta 131+00 and Sta 140+00

K. Exceptions to minimum standards

Yes x No ____

Remarks Grade line will have to be changed from 6% to 8% if telephone Co. will not lower line between Station 131+00 and Sta 140+00

II. ROUTE DATA

County Clackamas FAS No. 681 Sta ~~M.P.~~ 77+00 to Sta ~~M.P.~~ 145+00

Name of road Market Road #13 (Boones Ferry Road)

A. Service Rendered

(1) School bus route Yes x No
(2) Mail route Yes x No
(3) Paper route Yes x No
(4) Milk route Yes x No
(5) Type of traffic Suburban x Rural

Describe: Dense populated area around Lake Oswego Uses this road to go to work and for shopping.
(Industrial, recreational, farm to market, community centers, etc.)

B. General Description of Alignment and Grades

Alignment: Good x Fair Poor

Grades: Flat Moderate x Steep

Maximum grades 6 %

Maximum curves 8 °

Minimum sight distance 350 feet

Remarks Max. grade will change to 8% if telephone Co. does not lower their cable

C. Route Terrain

Flat Rolling x Mountainous

Remarks

D. Does route traverse any public lands? Yes No x

If yes, describe.

E. Forest Highway No. None

Approved [illegible]
[illegible] 1/2[illegible]

COUNTY ROAD FAS PROJECT DATA

1. Name of County Clackamas FAS No. 681

2. County Road Name Boones Ferry Road

3. Section Name Davis Lane - Pilkington Road Length 1.3 miles From Sta. 77+00 to Sta 145+00

4. Type of Project Grade, pave and curb

5. Survey to be done by: State ____ County X
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No X

Will it be furnished? Yes ____ No X

7. Wearing Surface: Type A C Width ____ Shoulders ____ According to County drawnings

8. Grading & Drainage:

By County ____ County Date of Completion ____ By Contract X

9. Bottom Base Course:

By County ____ County Date of Completion ____ By Contract X

10. Leveling Course:

By County ____ County Date of Completion ____ By Contract X

11. Wearing Surface:

By County ____ County Date of Completion ____ By Contract X

12. Clearing:

By County ____ County Date of Completion ____ By Contract X

13. Is there any merchantable timber on right-of-way? Yes ____ No X

14. Will timber be reserved for owner? Yes ____ No ____

15. Will timber become property of contractor? Yes ____ No ____

Remarks Follows old aligament making 4 lane facility

MATERIAL SOURCE -

16. Gravel ____ Quarry X Cinders ____

17. Owner: County ____ State ____ Private X

18. Location: ____ Section 6 Township 3 S Range 1E W.M.

R 61-8

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: ________________________________

Remarks: ________________________________

____

FINANCIAL- -

21. Estimated Cost: $________________

22. Available FAS Funds: $_______X_______

23. Date Match Money is Available: ________________

24. Will there be any 100% County Money? Yes____ No____

25. Maximum Amount of 100% County Money Available: $________________

26. Date County Requests Letting: ________________

Remarks ________________________________

____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes__X__ No____

28. Will right-of-way be acquired by: Resolution____ or Deed__X__

29. Should State prepare options? Yes____ No__X__

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No__X__

31. Should material source site be included in right-of-way descriptions?

Yes____ No__X__

32. Does project run inside city? Yes__X__ No____
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted])

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes__X__ No____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks Canada - Mexico Telephone line buried under pavement
will have to be lowered between Stations 131+00 and 140+00.

UR 61-4

RAILROADS- -

34. Location: ______

35. Name of Railroad: S. P. R. R.

36. Number of tracks: 2 (1 main line, 1 siding)

37. Sight distance: 100 (Left) 500 (Right)

38. Number of trains 2 freight trains per day

39. Angle of intersection See County map

40. Type of crossing: Grade x Overcrossing ____ Undercrossing ____

41. Number of signs: Advance Warning ____ Crossbucks x Stop ____

Automatic Flashing x Automatic Bell ____ Gates ____

Remarks Same warning devices on new project.

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes ____ No x

43. Will replacement by by: County ____ Contract ____
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes ____ No ____

45. Will County adjust structure to additional width? Yes ____ No ____

46. Will adjusted width be standard? Yes ____ No ____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks ______

47. Is project contingent upon other factors? Yes ____ No x

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: ______

CCR 61-4

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ______________________________

____

____

____

50. (c) Surveys (Coordination with outside surveys)

Explain: ______________________________

____

____

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No_X_

52. Does County wish sight posts installed? Yes___ No_X_

53. Does County wish guard rail installed? Yes___ No_X_

54. Does County wish seeding and mulching incorporated into job?

Yes___ No_X_

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

______________________ County

______________________ Date

By______________________
Judge or Commission Chairman

By______________________
County Engineer

____
O.S.H.D. Field Engineer

Date______________________

CCR4-4

COUNTY OF CLACKAMAS
COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

OREGON CITY 3270
EVERGREEN 1-5826

COUNTY COURT HOUSE OREGON CITY, OREGON

NOTED
Harold C. A[illegible]rs

FAS 681
Check.

August 8, 1955

RECEIVED
AUG 8 - 1955
ENGINEER
COUNTY & CITY RELATIONS

NOTED
HAGEMANN

Mr. John Cattrall
Manager, County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear John:

Enclosed is one copy of the map with signatures of the Multnomah County Commissioners accepting the proposal extending FAS 681 along Boones Ferry Road from the Clackamas County line over Terwilliger Boulevard to Barbur Boulevard.

We appreciate your cooperation in placing Boones Ferry Road and Market Road 31 on the FAS system and, as you know, we are anxious to prepare this road for improvement under the FAS program. Please notify this Court when the acceptance is made official.

Very sincerely yours,

Darell Jones

DARRELL JONES
Commissioner

DJ/ls
Enc. (1)

See Suppl'l Tabulation #104
Approved 10/13/55 by BPR

COUNTY OF CLACKAMAS
COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

OREGON CITY 3270
EVERGREEN 1-5826

COUNTY COURT HOUSE OREGON CITY, OREGON

NOTED
Harold C. Ayers

August 2, 1955

NOTED
J. W. CATTRALL

FAS 680 + 681
Clack Co.

RECEIVED
AUG 4 - 1955
[illegible]
COUNTY & CITY RELATIONS

Mr. John W. Cattrall
Manager County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear John:

The Multnomah County portion of this project has been referred to the County Commissioners for their approval. We were unable to get their signatures without the approval of the Road Department and they have promised to sign one set of the plans and return them to our office.

We will forward the signed copy of the map to your office as soon as it is returned to us.

Very sincerely yours,

Darrell Jones
DARRELL JONES
Commissioner

DJ/ls

NOTED
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

F-221(12) Delena-Rainier Sec., of Col. 1968
R. Hwy., N.W. of Portland (Grad., [redacted]
#7130 Pav., Struc. & Sign.)

R/W agreement - 28886
A&R 451
A&R 448
C&A 3643

RECEIVED
DEC 2 1970

FOR FILING

F-221 [illegible]

71 [illegible]

December 1, 1970

159

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Delena-Rainier Section
Columbia River Highway
Laboratory Materials Certification
Contract No. 7130
Your Ref. 08-35-DB

In line with your November 10 request for an explanation of the discrepancies indicated between the field test results and the progress record sample test results, we have reviewed these results with the following findings.

Only two of the seven progress record sample test results indicated noncompliance with the specifications. The progress record test taken on July 25, 1968 (Lab No. 864688) was noted in error as not complying with the Standard Specifications. The 2-1/2"-0 material represented by this test, however, was covered by a change in specifications in Price Agreement No. 9 with which it did comply.

No appreciable difference in gradation between any of the field test results and the record sample test results was found. Material represented by failing progress record test results also failed in the field.

Significant differences are noted for the Liquid Limit and Plasticity Indexes in only two of the seven record tests. Progress record test results on samples obtained on July 15, 1968 (Lab No. 863331) and September 5, 1968 (Lab No. 868821) indicated Plasticity Indexes of 3 and 8, respectively, while field test results were noted as being Non-Plastic. Correlation could not be made with the three record tests sampled on July 25, 1968 (Lab No. 864688) and August 7, 1968 (Lab No. 865626 and 865827) as field tests for P. I. and L. L. were not reported on these two days. No appreciable difference is noted with the two progress record samples obtained on July 11, 1968 (Lab No. 862709) and July 22, 1968 (Lab No. 863836) which indicated Plasticity Indexes of 0 and 1, respectively. The field results noted for these days were both NP.

Our findings indicate close correlation was obtained between the field test results and the progress record sample test results except for the L. L. and P. I. results on the two record tests noted above. These discrepancies were discussed with the Regional Field Testing Engineer. He stated that he observed field personnel performing these tests on several occasions and standard procedures were being followed, and results were accurate as he could determine them.

There are several factors which could result in these deficiencies. There is a certain degree of manual dexterity required to perform the P. I. tests. The Laboratory personnel are certainly more proficient in performing these tests than the field personnel as they run as many in two days as the field personnel perform in a year on projects of this size. There was only one progress test result which could be correlated with an individual field test result. Comparisons therefore had to be made to the average of the daily test results. This is generally satisfactory with gradation results; however, it has not proven so with the L. L., P. I., and Sand Equivalent tests which can be affected by variations in the gradation. This is why we now require check tests and progress record tests to be on either the same sample or a companion sample to a designated field test.

No explanation can be given for the lack of field test results on two of the days that three progress record tests were taken as instructions have been issued to perform these tests at least once each shift.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
MDG:fw ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1970

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-221(12)
Delena - Rainier Section
Columbia River Highway
Laboratory Materials Certification

Our review of the Laboratory Materials Certification transmitted with your letter of October 19 has shown that three of seven progress record samples on the Plant-Mix Stone Base (Item 18) indicate nonspecification material while the field tests indicate acceptable in all but 1,150 tons of the 189,000 tons incorporated in the project. An explanation of the discrepancies indicated between the field test results and the progress record sample test results would be appreciated. It would seem that closer correlation could normally be anticipated.

Final acceptance is being withheld pending your reply.

Routing
Morgan
Decker
Bond
Walker
[illegible]
Johnson

NOTED
TOM EDWARDS

RECEIVED
NOV 13 1970
CONSTRUCTION
DIVISION

[illegible]
Swan
Glenn
Litchfield
[illegible]
Stein

RECEIVED
NOV [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MAY 21 1970

FOR FILING

E-331(13)
7130

May 21, 1970

Wells-Reed-Wood-West Company
412 Failing Bldg.
Portland, Oregon 97204

Gentlemen:

Contract No. 7130 awarded to C. R. O'Neil and Dorman Construction Company for grading, paving, structures and signing on the Delena-Rainier Section of the Columbia River Highway in Columbia County was completed on September 22, 1969, and accepted by the Highway Commission on May 20, 1970.

Final payment in the amount of $3,365.46 will be released to the contractor after May 28, 1970. The total contract amount is $2,212,474.92 including $42,052.99 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc Great American Ins. Co.
Pacific N.W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

C. R. O'Neil and Dorman Constr. Co.
2818 E. 1st Street
Vancouver, Washington 98661

bc Frank Morgan
Ivan Merchant
V. E. Skoog, Attn: John Herr
L. W. Rulien

RECEIVED
MAY 22 1970
FOR FILING

F-221 (12)
7130

May 20, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 22, 1969, on Contract No. 7130. The contract was with C. R. O'Neil and Dorman Construction Company and was for grading, paving, structures and signing on the Delena-Rainier Section of the Columbia River Highway in Columbia County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 20, 1970, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
R. D. Asburry

srb sr

RECEIVED
JAN 27 1970
FOR FILING

F-221(12)
7130

3g
12-23-69

December 30, 1969

#1

C. R. O'Neil
and Dorman Construction Company
2816 E. 1st Street
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission at its meeting on December 23, 1969, considered your request for an extension of 22 days on Contract No. 7130 for work on the Dalena-Rainier Section of the Columbia River Highway in Columbia County.

The Commission extended the specified completion date to September 22, 1969, the date of completion, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc P. D. Morgan
V. E. Skoog
R. D. Asburry
Vern Small
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7130 Contractor C.R. O'Neil & Dorman Construction Co.

Highway Columbia River

Section Delena-Rainier

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 22 days extension on final completion date due to 14.13 percent overrun of contract work.

Recommended for Approval:

....
Division Engineer

for
Construction Engineer or
Bridge ~~Engineer~~

F B Klaboe
~~Assistant~~ State Highway Engineer

SP*8206-734

Contract No. ....
Project designation .... State-Federal
Date awarded ....
Work started ....
Per cent completed .... Date
No. of Workdays Allowed ....
No. of Workdays Used ....
No. of Added Workdays Requested ....

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 10, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from - days to - days, within which to complete our Contract No. 7130, without the assessment of liquidated damages. The said contract is described as follows: Delena-Rainier Section on Columbia River Hwy, Columbia County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We request that the calander date be extended from August 31, 1969 to September 22, 1969 because of changes in quantities of the contract amounted to 12.25% overrun of quantities and 11.45% overrun in gross dollar volume over the original contract amount. The overrun of time was only 4.6%. In addition, extra work order # 12 required extra days to accomplish.

Respectfully submitted,

C. R. O'Neil and Dorman Construction Company, Joint Venture
Contractor

By Bob Dorman partner
Joint Venture Partner

CONSENT OF SURETY

Date OCTOBER 13, 1969

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Fred West
Attorney-in-fact

WELLS-REED-WOOD-WEST Co.
BY: Fred West
Resident Agent

(SEAL)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 17, 1969

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-221(12)
Delena - Rainier Section
Columbia River Highway
Request for Time Extension

Reference is made to your letter dated November 6, 1969 requesting concurrence in a 22-day time extension on subject project.

I concur for the reasons submitted in your letter.

copies to
Morgan
Skoog
11-19-69

NOTED
F. B. KLABOE

RECEIVED
NOV 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1969

SUBJECT: Delena-Rainier Section
Contract No. 7130
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

C. R. O'Neil and Dorman Construction Company, joint contractors on the subject project, request a 22 day time extension on the overall project completion requirement. The contractor's request is simply based on an overall money overrun of the contract applied on a time/money basis to justify the 22 days overrun.

This time extension can be justified either by the time/money approach or by specific work items. The contract had an early phase time control requiring use of two lanes for traffic through a majority of the project from the Longview Interchange west by October 15, 1968. The Highway Commission, at their April 22, 1969 meeting, approved a 27-day extension on only this early phase because of an overrun in General Excavation due to slope revisions and additional first phase paving required by the State. The 32 percent overrun in excavation (124,000 cubic yards) would be just as valid for extending the overall completion date as well. There was also a 5.9 percent overrun in CTB (11,800 tons) and 4.7 percent overrun in AC (10,300 tons). The time/money comparison is more simple so the 14.13 percent money overrun more than justifies the 4.6 percent time overrun.

The project was completed September 22 with 22 days liquidated damages charged at the rate of $200 per day amounting to $4,400. We recommend extension to September 22 which will delete all liquidated damages. This is a Federal-aid Primary project. Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
NOV 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 2 1969
FOR FILING

F-231(13)
713a

Klaboe

Routing
✓ Morgan
/ Decker D
Boehme
...nsen
Posse E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 25 1969
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1969

To: Mr. Frank Morgan
Construction Engineer

BUILDING

SUBJECT: State of Oregon v. Elsie M. Proctor, et al.
Case No. 17477
Our File L-5778 R-39735
Delena-Rainier Section
Columbia River Highway

NOTED
F. B. KLABOE

As you know, the above-entitled file involved partial taking of a quarry in the Rainier area. We earlier requested your permission for the use of Lloyd Wolfe. In cooperation with the Legal and Right-of-Way Department you very generously allowed Mr. Wolfe to work with us on this case.

The matter now has been settled subject to final Highway Commission approval. This settlement was made the first day of trial and therefore it was necessary that we be prepared for trial.

Mr. Wolfe's assistance in the above-entitled matter was invaluable. He inspected not only the Proctor quarry but all of the quarries in the area. In the Proctor quarry he took samples, made tests, made estimates of quantities and qualities, etc. Mr. Wolfe also worked on the properties that we intended to use as comparable sales and made tests as to qualities and quantities so that he would be fully prepared to testify.

Mr. Wolfe investigated some 50 quarries in the states of Oregon and Washington, found out the royalty rates that were being produced, the type of rock, and all other pertinent information so that he would be fully prepared to testify in this case. He made a large display map on which he located each and every quarry, the type of rock involved, and the amount of royalties being paid so that that information could be dramatically presented to the jury. His cooperation in this matter and the long hours that he worked were exceptional. His expertise in the classification of the materials involved was outstanding. Also in this case there was a real question whether the remaining quarry area could be operated in the after condition. Because of Mr. Wolfe's friendship and acquaintanceship with many men who were quarry operators we were able to find two outstanding man who would have testified as to the proper method of operating this quarry in its after condition.

The defendants in this case, as in all rock quarry cases, would have used what is known as the engineering approach to value. The Oregon Supreme Court in the recent case of the State of Oregon vs. Nunes held that the enginering approach to value is proper where operating a quarry is involved. Unless the engineering operation is used properly the value that can be developed from this approach to value can be extremely high and in my opinion unrealistic. The only way that this engineering approach can be counteracted is by presenting witnesses for the State who fully understand the engineering approach and the income approach upon which it is based so that the fallacies in the property owner's appraisals can be demonstrated to the jury. This is a very complicated and difficult task.

Mr. Wolfe, because of his long activity in this general field, is familiar with the location, quality of rock, the amount of royalties being paid, and other vital and important facts in the engineering approach. Mr. Wolfe has not had special training or experience in the appraisal field. In the above-entitled case we had planned to ask Mr. Wolfe whether or not he had an opinion as to the proper royalty rate, but because he had had no training in the appraisal field the court might not have allowed him to testify.

It is my understanding that in the last part of January the MAI Appraisal Society is giving a two-week course at Portland State. This course is a very intensive course devoted to the income approach to value. The engineering approach to value of rock quarries is basically a determination of the amount of rock involved, multiplied by the proper royalty rate, and then this figure is converted into value by the use of the income approach. The first two steps Mr. Wolfe can perform but the converting of the engineering approach into value requires knowledge and application of the income approach. It is my understanding that there will be several members of the Right-of-Way in the various sections of the State plus some members of the legal staff that will be attending this two-week appraisal course in Portland. In my opinion, it would be advantageous for the Department if Mr. Wolfe could also attend.

Mr. Carl Smith, Chief Appraiser, will have all details about the above-mentioned course. Inasmuch as the classes are somewhat limited in number, an early decision probably should be made if you should decide that it would be advantageous to have Mr. Wolfe attend. The excellent cooperation of your Division in this matter is very much appreciated.

GLEN V. SORENSEN
Staff Attorney

GVS:ml

cc: F.W. Yarbrough
Carl Smith

RECEIVED
NOV 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1969

F-221(12)
713

November 20, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
December 23, 1969, meeting

C. R. O'Neil and Dorman Construction Company, joint venture contractors on the Delena-Rainier Section of the Columbia River Highway in Columbia County, Contract No. 7130, have requested a 22-day extension of the overall final project completion date. The request is based on quantity overruns of contract items and extra work added to the project due mainly to additional quantities of embankment foundation excavation and general excavation necessary to provide stable roadbed and cut slopes.

On a time money basis, the 22-day extension requested is more than justified. The project was completed September 22, with 22 days liquidated damages accrued. I recommend that the specified completion date be extended to September 22 which will eliminate all liquidated damages. This is a Federal-aid Primary project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the December 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
V. E. Skoog
R. D. Asburry

JAB:fw sr

RECEIVED
NOV 6 - 1969

FOR FILE

F-221(12)
7130

November 6, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Request for Time Extension, Delena-Rainier Section, Columbia River Highway
Project F-221(12)

We have received from C. R. O'Neil and Dorman Construction Company an additional request for extension of time. This request is for a 22-day extension of the specified final completion date (you concurred in a 27-day extension of the early phase completion requirement under date of April 1, 1969). The current request is based on an accumulated overrun of the contract quantities.

There were significant overruns of several bid items. General Excavation overran 32 percent (this was related to the early phase time extension but also applies to the overall time required). The cement-treated base item overran 11,800 tons or 5.9 percent and asphalt concrete overran 10,300 tons or 4.7 percent. On a time-money basis, the contract work overran 14.1 percent and the 22 days requested is only 4.6 percent of the time originally allowed.

Based on the contract overruns, we ask your concurrence in a 22-day time extension which will establish a new completion date of September 22, 1969, which is the actual completion date for the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
F. D. Morgan
R. D. Asburry
V. L. Gallagher

JAB:fw srb

STATE COPY

Monthly transaction number 10-28	FO PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
Modification number 1	(PPM 21-7)	Project number F-221(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 22, 19 68, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,139,696	$ 2,403,291
Federal funds	$ 1,350,800.00	$ 1,527,200.00
Other revisions		

This modification is made for the following reasons:
Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of October, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Klaboe

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)

For: R. E. Simpson

USCOMM-DC 26364-P65

Oregon State Highway Division

Federal-Aid
Project No. F-221(12)

DELENA-RAINIER SECTION OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

Revised Project agreement estimate.

Salem, Oregon, October 7, 1969

Type Code 6201
2-Lane Roadway (Sta. 2047+00 to Sta. 2205+08) (Contract 7130)

Sub-Total on previous estimate of May 7, 1968 $421,925.50

Previous Estimate

3/4" - 0 Material in Base	3,300 ton	2.25	$ 7,425.00
RS-1 Asphalt in Seal	50 ton	50.00	2,500.00
Class "B" Asphalt Concrete Mixture	19,000 ton	4.00	76,000.00
Asphalt Cement in Mixture	1,010 ton	29.00	29,290.00
			$115,215.00

Present Estimate

3/4" - 0 Material in Base	5,300 ton	2.25	$ 11,925.00
RS-1 Asphalt in Seal	80 ton	50.00	4,000.00
Class "B" Asphalt Concrete Mixture	21,500 ton	4.00	86,000.00
Asphalt Cement in Mixture	350 ton	29.00	10,150.00
P.A. 16 Asphalt Cement in Mixture	938 ton	34.00	31,892.00
			$143,967.00
		Increase	28,752.00
		Sub-Total	$450,677.50
		10% Engr. & Cont.	45,067.50
		Total	$495,745.00

Type Code 6201
4-Lane Roadway (Sta. 2205+08 to Sta. 2376+50)

Sub-Total on previous estimate of May 7, 1969 $1,293,962.60

Oregon State Highway Division

Federal-Aid
Project No. F-221(12)

Previous Estimate

General Excavation, Unclassified	464,700	cu.y.d	0.81	$376,407.00
Embankment Foundation Excavation, Unclassified	39,750	cu.yd.	0.85	33,787.50
Overhaul	87,500	C-yd.sta.	0.40	35,000.00
3/4" - 0 Material in Base	6,000	ton	2.25	13,500.00
Cement Treated Base Mixture	55,100	ton	2.45	134,995.00
Portland Cement in CTB Mixture	2,470	ton	28.00	69,160.00
RS-1 Asphalt in Seal	100	ton	50.00	5,000.00
Asphalt in Tack Coat	3	ton	50.00	150.00
Asphalt Cement in Mixture	1,990	ton	29.00	57,710.00

Retaining Wall No. 9771

Class "A" Concrete	170	cu.yd.	63.00	$ 10,710.00
				$736,419.50

Revised Estimate

General Excavation, Unclassified	616,200	cu.yd.	0.81	$499,122.00
Embankment Foundation Excavation, Unclassified	62,406	cu.yd.	0.85	53,045.10
Overhaul	114,196	C-yd.sta.	0.40	45,678.40
3/4" - 0 Material in Base	7,102	ton	2.25	15,979.50
Cement Treated Base Mixture	59,950	ton	2.45	146,877.50
Portland Cement in CTB Mixture	3,000	ton	28.00	84,000.00
RS-1 Asphalt in Seal	162	ton	50.00	8,100.00
Asphalt in Tack Coat	67	ton	50.00	3,350.00
Asphalt Cement in Mixture	679	ton	29.00	19,691.00

Retaining Wall No. 9771

Class "A" Concrete	234	cu.yd.	63.00	14,742.00
EWO 2 Slide Removal	All	Required		20,000.00
EWO 5 Furnish & Install Sewer Line	All	Required		5,000.00
PA 1 Furnish & Install 24-inch CMP	123	lin.ft.	5.90	725.70
PA 1 Furnish & Install 30-inch CMP	18	lin.ft.	8.20	147.60
PA 1 Furnish & Install 42-inch CMP	16	lin.ft.	14.75	236.00
PA 1 Furnish & Install 24-inch Culvert End Section	1	only	50.00	50.00
PA 1 Furnish & Install 30-inch Culvert End Section	1	only	100.00	100.00
PA 1 Furnish & Install 42-inch Culvert End Section	1	only	250.00	250.00
PA 7 Furnish & Pump SS-1 Asphalt	50	ton	50.00	2,000.00

Oregon State Highway Division

Federal-Aid
Project No. F-221(12)

PA 10 Temporary Installation & Removal of Guard Rail	7,500 lin.ft.	0.75	$ 5,625.00
PA 11 Class "B" Asphalt Concrete Mixture	700 ton	5.00	3,500.00
PA 13 Furnish & Install Breakaway Signs	All Required		4,659.66
PA 16 Asphalt Cement in Mixture	1,820 ton	34.00	61,880.00
			$994,759.46

Increase	$ 258,339.96
Sub-Total	1,552,302.56
*10% Engr. & Cont.	154,729.44
Total	$1,707,032.00

* Reduced in accordance with paragraph 5 (Project Field Office) of PPM 30-6.

Type Code X721
Structure (Sta. 2298+27.60) (Length 237')

Sub-Total on previous estimate of May 7, 1968 $179,472.00

Previous Estimate

Furnish 10 BP 42 Steel Piling	4,500 lin.ft.	4.20	$ 18,900.00

Present Estimate

Furnish 10 BP 42 Steel Piling	5,170 lin.ft.	4.20	21,714.00

Increase	$ 2,814.00
Sub-Total	182,286.00
10% Engr. & Cont.	18,228.00
Total	$200,514.00

Length of 2-Lane Roadway	2.994 miles
Length of 4-Lane Roadway	3.239 miles
Total	6.233 miles

Cost of 2-Lane Roadway per mile	$165,579.49
Cost of 4-Lane Roadway per mile	$527,024.38

Oregon State Highway Division

Federal-Aid
Project No. F-221(12)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 495,745.00	$ 315,000.00	$180,745.00
4-Lane Roadway	1,707,032.00	1,084,800.00	622,232.00
Structure	200,514.00	127,400.00	73,114.00
	$2,403,291.00	$1,527,200.00	$876,091.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 5-1061

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-10	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 5-22-68	COUNTY Columbia PROJECT NO. F-221(12)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Delena-Rainier Section of the Columbia River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-3-68	6.233
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,084,396	$ 1,322,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By
~~(Division Engineer)~~
R. E. Simpson, Division Engineer

Date executed by Division Engineer May 22, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

ENCLOSURE 1

PROJECT AGREEMENT NOTICE

NOTICE TO APPLICANTS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted by the applicant prior to any agreement for Federal financial assistance where the applicant will himself perform a federally assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Applicants for Federal assistance shall notify prospective federally assisted construction contractors of the Certification of Nonsegregated Facilities required by the May 9, 1967, order on Elimination of Segregated Facilities by the Secretary of Labor, as follows:

NOTICE TO PROSPECTIVE FEDERALLY ASSISTED CONSTRUCTION CONTRACTORS

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Examination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a federally assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Contractors receiving federally assisted construction contract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause:

NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a subcontract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Contractors receiving subcontract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause.

Oregon State Highway Department

Federal-Aid
Project No. F-221(12)

DELENA-RAINIER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

Project agreement estimate.

Salem, Oregon, May 7, 1968

Type Code 6201
2-Lane Roadway (Sta. 2047+00 to 2205+08)

Temporary Protection and Direction of Traffic	All Required (58%)		$ 5,800.00
Clearing and Grubbing	All Required (5%)		600.00
Ditch Excavation, Unclass.	230 cu.yd.	$ 3.00	690.00
General Excavation, Unclass.	7,300 cu.yd.	0.81	5,913.00
Special Borrow Excavation, Unclassified	5,700 cu.yd.	1.00	5,700.00
Overhaul	4,800 C-yd.sta.	0.40	1,920.00
Finishing Roadbed and Slopes	All Required (14%)		1,050.00
Trench Excavation	300 cu.yd.	3.00	900.00
Special Backfill in Drains	13 cu.yd.	5.50	71.50
Watering	200 M-gal.	2.50	500.00
Obliteration of Roadway	16 sta.	50.00	800.00
Preparation of Old Roadway	All Required (75%)		1,125.00
3/4" - 0 Material in Base	3,300 ton	2.25	7,425.00
Plant-Mix Stone Base	77,000 ton	1.95	150,150.00
Cement Treated Base Mixture	26,500 ton	2.45	64,925.00
Portland Cement in CTB Mixture	1,180 ton	28.00	33,040.00
RS-1 Asphalt in Seal	50 ton	50.00	2,500.00
Class "B" Asphalt Concrete Mixture	19,000 ton	4.00	76,000.00
Asphalt Cement in Mixture	1,010 ton	29.00	29,290.00
12-inch Reinforced Concrete Bridge End Panels	202 sq.yd.	20.00	4,040.00
Class "A" Concrete in Box Culverts	32 cu.yd.	66.00	2,112.00
Reinforcement in Box Culverts	4,500 lb.	0.15	675.00
18-inch Culvert Pipe	356 lin.ft.	5.00	1,780.00
48-inch Culvert Pipe	120 lin.ft.	18.00	2,160.00
6-inch Drain Pipe	84 lin.ft.	2.00	168.00
8-inch Drain Pipe	14 lin.ft.	2.60	36.40
18-inch Paved Culvert End Slope	5 only	45.00	225.00
48-inch Paved Culvert End Slope	2 only	90.00	180.00

Concrete Inlets, Type G-1	2 only	$ 140.00	$ 280.00
Extra for A.C. Concrete Approaches	11 only	50.00	550.00
Extra for A.C. Concrete Curbs	1,980 lin.ft.	1.00	1,980.00
Guide Posts W-1	90 only	6.50	585.00
Guide Posts Y-1	85 only	6.50	552.50
Type 1 Guard Rail	50 lin.ft.	2.70	135.00
Type 2 Guard Rail	3,000 lin.ft.	2.80	8,400.00
Guard Rail Anchors	8 only	120.00	960.00
Guard Rail Bridge End Connections	4 only	75.00	300.00
16' Type 1 Single Gate	1 only	135.00	135.00

SIGNING

Sign Support Footings	All Required (16%)		560.00
Breakaway Sign Posts	All Required (22%)		1,408.00
Double Sign Supports	All Required (56%)		2,128.00
Painted Wood Sign Posts	All Required (25%)		337.50
Type "A" Signs in Place	354 sq.ft.	7.70	2,725.80
Type "C", "D" and "E" Signs in Place	234 sq.ft.	3.20	748.80
Type "E" Signs in Place	55 sq.ft.	3.20	176.00
Type "F" Signs in Place	10 sq.ft.	4.40	44.00
Thermoplastic Pavement Arrows	2 only	72.00	144.00
		Subtotal	$421,925.50
		10% Engr. & Cont.	42,192.50
		Total	$464,118.00

Type Code 6201
4-Lane Roadway (Sta. 2205+08 to 2376+50)

Temporary Protection and Direction of Traffic	All Required (42%)		4,200.00
Temporary Detour, Sta. 2299+95	All Required		5,000.00
Clearing and Grubbing	All Required (95%)		11,400.00
Ditch Excavation, Unclass.	870 cu.yd.	3.00	2,610.00
General Excavation, Unclass.	464,700 cu.yd.	0.81	376,407.00
Embankment Foundation Excavation, Unclassified	39,750 cu.yd.	0.85	33,787.50
Overhaul	87,500 C-yd.sta.	0.40	35,000.00
Finishing Roadbed and Slopes	All Required (86%)		6,450.00
Rounding Cutbanks	1,000 lin.ft.	0.25	250.00
Trench Excavation	1,400 cu.yd.	3.00	4,200.00
Special Backfill in Drains	187 cu.yd.	5.50	1,028.50
Watering	1,800 M-gal.	2.50	4,500.00
Obliteration of Roadway	3 sta.	50.00	150.00
Pavement Replacement	25 lin.ft.	20.00	500.00

Preparation of Old Roadway	All	Required (25%)		$ 375.00
3/4" - 0 Material in Base	6,000	ton	$ 2.25	13,500.00
Plant-Mix Stone Base	120,000	ton	1.95	234,000.00
Cement Treated Base Mixture	55,100	ton	2.45	134,995.00
Portland Cement in CTB Mixture	2,470	ton	28.00	69,160.00
RS-1 Asphalt in Seal	100	ton	50.00	5,000.00
3/4" - 0 Aggregate in Prime Coat	35	cu.yd.	5.00	175.00
RC-250 Asphalt in Prime Coat	6	ton	50.00	300.00
Asphalt in Tack Coat	3	ton	50.00	150.00
Class "B" Asphalt Concrete Mixture	36,000	ton	4.00	144,000.00
Asphalt Cement in Mixture	1,990	ton	29.00	57,710.00
12-inch Reinforced Concrete Bridge End Panels	208	sq.yd.	20.00	4,160.00
Class "A" Concrete in Box Culverts	63	cu.yd.	66.00	4,158.00
Reinforcement in Box Culverts	8,900	lb.	0.15	1,275.00
12-inch Culvert Pipe	100	lin.ft.	4.50	450.00
18-inch Culvert Pipe	1,484	lin.ft.	5.00	7,420.00
36-inch Culvert Pipe	200	lin.ft.	12.50	2,500.00
18-inch Culvert Pipe, Nestable	180	lin.ft.	6.50	1,170.00
30-inch Culvert Pipe, Nestable	180	lin.ft.	11.75	2,115.00
6-inch Drain Pipe	1,516	lin.ft.	2.00	3,032.00
8-inch Drain Pipe	516	lin.ft.	2.60	1,341.60
12-inch Sewer Pipe	1,020	lin.ft.	4.60	4,692.00
15-inch Sewer Pipe	1,200	lin.ft.	6.75	8,100.00
18-inch Paved Culvert End Slope	17	only	45.00	765.00
36-inch Paved Culvert End Slope	2	only	70.00	140.00
Concrete Inlets, Type G-1	19	only	140.00	2,660.00
Concrete Inlets, Type Special G-2MA	3	only	160.00	480.00
Capping Inlets,	2	only	50.00	100.00
Adjusting Manholes	2	only	80.00	160.00
Concrete Curbs	130	cu.yd.	42.00	5,460.00
4-inch Concrete Surfacing	75	sq.yd.	4.20	315.00
Extra For A.C. Concrete Approaches	3	only	50.00	150.00
Extra for A.C. Concrete Curbs	4,720	lin.ft.	1.00	4,720.00
Guide Posts, W-1	100	only	6.50	650.00
Guide Posts, Y-1	75	only	6.50	487.50
Guide Posts, Y-2	120	only	7.00	840.00
Type 1 Guard Rail	30	lin.ft.	2.70	81.00
Type 2 Guard Rail	11,000	lin.ft.	2.80	30,800.00
Guard Rail Anchors	13	only	120.00	1,560.00
Type 1 Fence	160	rod	7.50	1,200.00
Furnish Field Laboratory Building	All	Required		500.00

RETAINING WALL No. 9771

Trench Excavation	500	cu.yd.	4.00	2,000.00
Special Backfill	370	cu.yd.	4.00	1,480.00

Class "A" Concrete	170 cu.yd.	$ 63.00	$ 10,710.00
Reinforcement	14,000 lb.	0.15	2,100.00

SIGNING

Sign Support Footings	All Required (84%)		2,940.00
Breakaway Sign Posts	All Required (78%)		4,992.00
Double Sign Support	All Required (44%)		1,672.00
Cantilever Sign Supports	All Required		6,000.00
Structure Mounts	All Required		1,100.00
Sign Illumination Equipment	All Required		7,210.00
Painted Wood Sign Posts	All Required (75%)		1,012.50
Type "A" Signs in Place	1,076 sq.ft.	7.70	8,285.20
Type "C", "D" and "R" Signs in Place	681 sq.ft.	3.20	2,179.20
Type "E" Signs in Place	128 sq.ft.	3.20	409.60
Type "F" Signs in Place	25 sq.ft.	4.40	110.00
Thermoplastic Pavement Arrows	6 only	72.00	432.00
			$1,288,962.60
Flagging (60% of Contractor's Cost)	All Required		5,000.00
		Subtotal	$1,293,962.60
		*10% Engr. & Cont.	128,896.40
		Total	$1,422,859.00

*Reduced in accordance with paragraph 5 (Project field office) of PPM 30-6.

Type Code X721
Structure (Sta. 2238+27.60)(Length 237')

Shoring, Cribbing, Etc.	All Required		$ 1,000.00
Structural Excavation	800 cu.yd.	3.00	2,400.00
Structural Excavation Below Elevation Shown	50 cu.yd.	1.00	50.00
Furnish 10 BP 42 Steel Piling	4,500 lin.ft.	4.20	18,900.00
Drive Steel Piles	92 only	60.00	5,520.00
Splice Piles	20 only	20.00	400.00
Class "A" Concrete (1165 cu.yd. @ $90.00)	All Required		85,000.00
Reinforcement (422,000 lbs. @ $0.15)	All Required		51,000.00
Two Tube Steel Railing	488 lin.ft.	16.50	8,052.00
Preparation of Slopes	600 sq.yds.	3.00	1,800.00
3-inch Slope Paving	600 sq.yd.	6.50	3,900.00
Berm Paving	100 sq.yd.	7.00	700.00

8-inch Metal Drain Pipe, Type "A" Coating	300 lin.ft.	$ 2.50	$ 750.00
		Subtotal	$179,472.00
		10% Engr. & Cont.	17,947.00
		Total	$197,419.00

Length of 2-Lane Roadway - - - - 2.994 miles
Length of 4-Lane Roadway - - - - 3.239 miles

Total - 6.233 miles

Cost of 2-Lane Roadway Per Mile - - - $155,016.03
Cost of 4-Lane Roadway Per Mile - - - $439,289.59

Retained in Program Status

Slide Correction	All Required	$37,500.00
Installing State-furnished Pipe	All Required	1,000.00
State-furnished Pipe	All Required	650.00
SS-1 Asphalt	All Required	2,000.00
	Subtotal	$41,150.00
	10% Engr. & Cont.	4,150.00
	Total	$46,300.00

Oregon State Highway Department

Federal Aid
Project No. F-221(12)

Summary of Funds

Description	Total	Federal Funds	State Funds
2-Lane Roadway	$ 464,118.00	$ 294,000.00	$170,118.00
4-Lane Roadway	1,422,859.00	903,000.00	519,859.00
Structure	197,419.00	125,000.00	72,419.00
Subtotal	$2,084,396.00	$1,322,000.00	$762,396.00
Retained in Program	46,300.00	28,800.00	17,500.00
Total	$2,130,696.00	$1,350,800.00	$779,896.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 5-1061

DELENA-RAINIER SECTION

PROJECT NO. F-221(12)

STATE WORK - NONPARTICIPATING

Railroad Protection Cost	All Required	$ 200.00
City of Rainier	All Required	19,000.00
Seeding and Mulching (S. F.)	All Required	2,500.00
		$21,700.00

F 221(12)
7130

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Delena-Rainier

WEEK ENDING: October 11, 1969

SECTION PREFIX: 5-1061

HIGHWAY: Columbia River

COUNTY: Columbia

NAME OF JOB: Delena-Rainier

KIND OF WORK: Grading, Paving, Structures & Signing

CONTRACTOR: C.R. O'Neil & Dorman Const. Co.

CONTRACT NUMBER: 7130

FEDERAL AID PROJECT NUMBER: F-221(12)

DATE OF CONTRACT: May 2, 1968

DATE WORK STARTED: May 1, 1968

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: a. 10-15-68 b. 8-31-69

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $2,426,115.05

EXCLUSIVE OF ENGINEERING: $2,241,615.05

ENGINEERING AUTHORIZATION: $184,500.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,240,637.57

ENGINEERING COST TO DATE: $194,900.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: September 22, 1969

ESTIMATED PERCENT OVERRUN ~~XXXXXXX~~: 0.5 %

PERCENT OF AUTHORIZATION: 105.6 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.20	6.20			6.20
MILES PARTIALLY COMPLETED	2.20	6.20			6.20
MILES COMPLETED	2.20	6.20			6.20
TOTAL ESTIMATED QUANTITIES (CONTRACT)	517,500cy	288,000ton			55,000ton
TOTAL QUANTITIES CORRECTED TO DATE	693,522	295,416			58,983
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	693,522	295,416			58,983
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9591	2054+40	2369+48	9771	Signing			
PERCENT	100	100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Dicker
Bond
Walker

RECEIVED
CONSTRUCTION DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Office crew worked on Semi-final
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	Semi-final Completed.
SATURDAY	

REMARKS

The semi-final is complete and will be delivered to the Division office on Monday, October 13, 1969.

This the Final Report.

SIGNED Charles W. Elroy LOCATION Seaside
Asst. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
OCT 2 1969
FOR FILING

F-221(12)

7130

C

Cross Referenced To:
Const
Fed Aid
R/W
Insp-in-Depth

October 1, 1969

3059

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:'

Re: Delena-Rainier Section, Columbia River Highway, Contract No. 7130, Statewide Inspection-in-Depth, A. C. Paving
Your Reference: 08-35-D8

The following comments are in reply to your September 9 letter:

The segregation noted occurred at a lateral joint and resulted from the raking operations performed to match adjoining mats. In view of the relatively small area involved, and as it occurred in the base lift, it was not considered detrimental.

While the long undulations in planned depth were not noted during this inspection, the depth variations referred to were detected during subsequent inspections. Areas considered detrimental are to be patched at the contractor's expense. This problem has been discussed and serious consideration is being given to requiring the grade to be controlled on new projects from a reference grade line and restrict the use of skis as is now permitted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. D. Asburry
Vernon E. Shull

MDG:fw srb

FORM 2-30 (12-57)

Routing E

Morgan
Decker
Boehme
[illegible]

Pease
Swan
1 Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 2
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1969

SUBJECT: BPR Pavement Inspection
Delena-Rainier Section
Columbia River Highway
Contract #7130 - Prefix #5-1061

To: M. D. Glenn
FIELD TESTING ENGINEER

Lyle Renz' report on the July 23 pavement inspection of the subject project contains five somewhat critical items. A review of these has been made with him. He indicates that he was not intending these to be criticism of the project but rather that he was trying to obtain a change of specifications where our current procedures somewhat conflict with the specifications. In quick resume:

1. "...rollers were not checked for weight and contract pressures...". As we are now relying on our end result specification, we are not emphasizing this check. However, the equipment did contain pressure gauges that were periodically observed. The weight of the equipment was also available.

New specs don't have size or wt. requirement. Rely on end result compaction

2. "...one roller lacked a cleaning device...". The tandom rollers did have cleaning devices. The rubber tire didn't.

Maintaining temp. of tires high enough to prevent pickup more effective than scraper devices generally used.

3. "...some segregation of the mix was taking place...". There was only incidental segregation in the surface texture.

4. "...depth of mix appeared to vary considerably over long longitudinal stretches." Again he is after a change of specification to obtain better thickness control and finish grade. Vern Shull's September 19 letter of explanation of these variations is attached. Our tabulation of thickness on this project leads me tothe conclusion that we emphasized hitting the planned quantities to the detriment of some thin thicknesses where we did go over some high spots. Some of these are as thin as 1.1".

5. "In the area of station 2340 to 2345 eastbound, the plant mix on the base lift was quite rich." The bulk of this is in the little used center left turn refuge. The remainder was of such quantity that it was too small to justify an extra lift and yet too large to dig out. It was in a shaded area where bleeding should not occur and is covered by the top lift.

R. D. Asburry
DIVISION ENGINEER

By

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg
Attach.

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Seaside, Oregon
Sept. 19, 1969

RECEIVED
DIVISION ENGINEER - Division No. 2
SEP 22 1969
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

SUBJECT: Pavement Thickness
Delena-Rainier Section
Columbia River Highway
Contract No. 7130

To: Mr. R.D. Asburry
Division Engineer
Salem, Oregon

ATTN: Mr. Gerald Wimer

Ref. our telephone conversation of Sept. 18 regarding variations in depth of our AC paving on the above contract.

Variations on the base lift were due primarily to longitudinal corrugations on the surface of the CTB. These I did not consider objectional as we found that if the CTB mix was dry enough to not leave wheel tracks from the finisher (a #14 Cat blade) it was too dry for proper compaction. Also on the base lift we found minor areas where the CTB finisher had apparently varied slightly from a true crown or super and this we tried to correct.

Variations on the top lift was again primarily due to attempting to maintain the proper crown of super for the final riding surface, which is rather difficult to accomplish on a wide roadbed section in spite of the supposedly accurate electronic equipment now used by Contractors.

The quantities of AC Mix used corresponded very closely with our calculated quantities for the entire project, on a daily basis and on a sectional area basis.

I consider the variations nominal and anticipated.

Vernon E. Shull

Vernon E. Shull
Resident Engineer

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 9, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe, Asst. Hwy. Engr.

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-221(12)
Statewide Inspection-In-Depth
Asphaltic Concrete Paving Phase

Enclosed are two copies of the report written on subject inspection. Problem areas noted were the contractor's poor control of planned depth of lifts and placement of asphaltic concrete mix in first days run which contained asphalt cement in excess of the planned amounts.

Since the problem of rich mix had not occurred after the first day it is considered resolved; however, the problem of long undulations in planned depth of surfacing is one which occurs more frequently.

Your comments on the solution to these depth variations are solicited.

Enclosure

9/17/69- Contacted Wimer re: BPRs- comments- No mention of undulations made during inspection - Wimer will contact Shull tomorrow about this matter for possible reasons.
[illegible]

9-16-69
Copies to
Advisory
[illegible]
Gallagher
Hatcher
[illegible]

Morgan
R/D comments

9/24 — No reply received
9/29- Division [illegible] Copies.
reply received -
copies attached

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Peare
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SE[illegible]
CONSTRUCTION
DIVISION

RECEIVED
SEP 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE C

FORM PR-33D
(REV. 3-68)

OSHD (Klaboe)
OSHD (Edwards)
Region (3)
Wash DC thru Region
Renz, Area Engr

File 439
Admin. Mgr.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEWIDE INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	COUNTY Columbia	PROJECT NUMBER F 221(12)
DATE OF INSPECTION 7-23-69	PHASE(S) INSPECTED Asphaltic Concrete Paving (Phase 3)		REPORT OR CONTROL NUMBER 35-69-EID(3)10

INSPECTION MADE BY: L. P. Renz, Area Engineer

IN COMPANY WITH:
J.Wimer, Asst Div Engr, OSHD
M.D.Glenn, Mat'ls Testing Engr, OSHD
T.J. Schott, Div Mat'ls Test.Engr,OSHD
Vern Shull, Res Engr, OSHD

REPORT PREPARED BY: L. P. Renz, Area Engineer

CONTRACT AMOUNT: $ 1,890,360.10

CONTRACTOR (Name and address):
C. R. O'Neil and Dorman Const. Co.
2318 E. 1st St.
Vancouver Wash. 98661

TIME ELAPSED 91 %	PROGRESS OF WORK Satis
WORK COMPLETED 85 %	QUALITY OF WORK Satis

LOCATION: Columbia River Highway, US 30 from Rainier extending 6 miles westerly

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

DELENA - RAINIER SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, and Structures

Inspection Time: 6 man hours
Driving Time: 3 man hours
Writeup Time: 2 man hours

1. SCOPE OF INSPECTION:

This is the second inspection on a Statewide Inspection-in-depth of the above phase of construction. The inspection included: a review of the office records and methods of documentation, observation of the contractor's operations, and observation of the State's inspection procedures for quality control.

2. SUMMARY OF FINDINGS, RECOMMENDATIONS AND ACTIONS TAKEN:

Documentation of the items involved in this phase of construction was adequate. Records were kept neat and current.

(more)

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

Observations of the contractor's operation indicated that an adequate amount of equipment was being used for placing and compacting the plant mix and that such equipment was in proper working order. It was noted that the rollers were not checked for weight and contact pressures by the State personnel and that one roller lacked a cleaning device for the rollers.

Inspection of the base-lift plant mix in-place indicated that some segregation of the mix was taking place, particularly at the outer edges of the panels. It was also noted that the depth of mix appeared to vary considerably over long longitudinal stretches. Because of the long distances the riding qualities of the road did not seem to be affected. The inspector's diary also indicated that the contractor was having difficulty with depth control. In the area of Sta 2340 to 2345 eastbound the plant mix on the base-lift was quite rich. A check of job control tests showed the asphalt content to be 8%. The mix also moved excessively under the impact hauling vehicles. This pavement was placed during the first day's run this year. I expressed my concern about the quality of the material as it was being paved over with the final lift; however, my concern was not shared by others in the inspection party.

The State's procedures for inspection and quality control were adequate with regard to testing and measuring of items involved in this phase of construction. Inspector's diaries were maintained.

As approved guideline was used as an aid in making this inspection. A copy of this guideline and inspection notes is attached to the Division office copy of this report.

RECEIVED
OCT 3 - 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 24, 1969

F-221(12)
7130

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7130
Prefix 5-1061
FAP F-221(12)

Dear Sir:

All work under Contract No. 7130, Delena-Rainier Section of the Columbia River Highway in Columbia County, was completed on September 22, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Morgan 10-3-69

F. D. M.

Bureau of Public Roads
Oregon Division Office Endorsement

Date 9-23-69

Conditions noted on above date:

The contract work was jointly inspected on September 23, 1969 and is accepted on condition that penalties be assessed for nonspecification densifies for the AC paving. The pavement on this project has a rougher ride than one would normally expect on new construction.

R. E. Simpson
Division Engineer
for

VG:fw

cc Forrest Cooper
F. D. Morgan

RECEIVED
OCT 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F-221 (12)
7130

Form A-100-5M

STATE COPY

G-1P

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY Dist. Engineer
TITLE
DATE
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 10

Project Name Delena-Rainier
Date Sept. 2, 1969
Highway Columbia River
Contract No. 7130 F. A. Project No. F-221 (12)
County Columbia
Prefix 5-1061 Account No. 252-10

Description of Work To Be Done:

Furnish and place Asphaltic Concrete patch to bring roadbed to a uniform grade.

Location by Station Numbers:

Lt. 2344+50 to 2347+50

Estimate of Quantities and Costs:

20 Ton AC Mix @ $9.00 ------	$ 180.00 ✓
Equipment Rental -------------	100.00 ✓
Labor ------------------------	300.00 ✓
TOTAL	$ 580.00 ✓

Explanation: The Contractor left an uneven surface finish on an area approx. 300' long by 16' Wide. State Forces will patch and cost is to be deducted from payment to the contractor.
Work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	2,426,115.05
Present estimate of project cost, including $ 580.00 for work under this order	2,440,608.59
Expected over-run (amount)	$ 14,493.54
Expected over-run (per cent)	0.6

Space to right of this line is for use of Salem Office

Submitted by: Vernon E. Shull
Resident Engineer

Approval Recommended: for ~~Construction Engineer or Bridge Engineer~~

Approval Recommended: Asst Division Engineer

Approved: 10-14-69
~~Assistant State Highway Engineer~~

Form A-105—5M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 10

Project Name Delena-Rainier
Date Sept. 2, 1969

Highway Columbia River
Contract No. 7130
F. A. Project No. F-221 (12)

County Columbia
Prefix 5-1061
Account No. 252-10

Description of Work To Be Done:

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Lt. 2344+50 to 2347+50

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Equipment Rental -------------	100.00 ✓
Labor ------------------------	300.00 ✓
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Work has not been done.

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Project authorization 2,426,115.05

Present estimate of project cost, including $ 580.00 for work under this order 2,440,608.59

Expected ~~under-run~~ over-run (amount) . . . . . . $ 14,493.54

Expected ~~under-run~~ over-run (per cent) 0.6

Space to right of this line is for use of Salem Office

Submitted by: Vernon E. Shull
Resident Engineer

Approval Recommended:
Asst Division Engineer

Approval Recommended:
for Construction Engineer ~~or Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.
Construction

F-221(12)

7130

Form E-206—5M

RECEIVED
AUG 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

C

Contingent [illegible] of
project [illegible]
funds are [illegible]
Date 23 JUL 1969
Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Delena-Rainier	Date	July 25, 1969
Highway	Columbia River	Contract No.	7130
County	Columbia	Prefix	5-1061
Contractor	C. R. O'Neil & Dorman Construction Co.	F. A. Project No.	F-221 (12)
Address	2818 E. 1st St., Vancouver, Wash. 98661	Order No.	11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove garage, install 175' of guardrail and install 225' of Type 3 fence. Guardrail posts will have to be longer than normal and part of them set in concrete. Fence posts set in concrete.

Location by station numbers:

Right of 2358 to 2361

Estimate of quantities and cost:

Labor	$1,000.00
Material	750.00
Equip. Rent.	250.00
Total	$2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is all of an unusual nature and can best be done on Extra Work. Necessary to eliminate a potential hazardous condition from vehicles and children.

Work will commence July 28. Prior approval received.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,426,115.05	
Present estimate of project cost, including $2,000.00 for work under this order	$2,440,608.50	
Expected ~~underrun~~ over-run amount	$14,493.45	
Expected ~~underrun~~ over-run per cent	0.5	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ John A. Bond
for
Construction Engineer ~~or~~ ~~XXXXXXXXXX~~

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approved: /s/ F. D. Morgan 8-11-69
Construction Engr. ~~XXXXXXXXXXXXXXXX~~

JUL 30 1969

6-18-69

F 221(12)

7130

FORM PR-33B

cc: OSHD (Klaboe)
OSHD (Edwards)
Region Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

gyh

REGION NO. 8	REPORT NO. 7	COUNTY Columbia	DIVISION Oregon
DATE OF INSPECTION 6-18-69	INSPECTION MADE BY L. P. Renz, Area Engineer		PROJECT NO. F-221(12)
IN COMPANY WITH G. W. Wimer, Asst Div Engr, OSHD; V. E. Shull, Res Engr, OSHD			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 84 %	WORK COMPLETED 80 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

DELENA - RAINIER SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, and Structures

A. SCOPE OF INSPECTION:

The purpose of this inspection was to inspect in detail the CTB phase of construction in progress on this date.

B. FINDINGS AND RECOMMENDATIONS:

1. WORK COMPLETED:

Clearing and grubbing	99% complete
Grading	99%
Drainage	99%
Base placement	90%
CTB placement	78%
AC paving placed	30%
Interchange structure	complete
Reinforced concrete culverts	complete
Retaining wall	complete
Production of base aggregates	complete
Production of AC aggregates	complete

NOTED
R L FOSTER

2. WORK IN PROGRESS:

The subcontractor was placing concrete for sign foundations and excavating for guardrail anchors.

The prime contractor was placing CTB near the easterly end of the project.

Ref'd to Morgan (more)
7-24-69

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

3. WORK INSPECTED:

The contractor's CTB operation was inspected in depth. It was determined that this phase of construction was being performed in reasonably close conformity with the contract provisions.

4. EXTRA WORK ORDERS, STATE FORCE ORDERS, AND PRICE AGREEMENTS:

PA #16 has been issued which provides for the addition of an antistrip additive to the asphalt for the remaining AC on this project. The estimated cost of this additive is $91,800, but due to an anticipated underrun in AC of $78,300 the total estimated cost as a result of this price agreement is $13,500. This order is recommended as participating.

PA #17 has been issued to provide for an extra inch of AC pavement material from Stas 2052 to 2162. The additional material is considered necessary due to an evaluation by the Oregon State Highway Department Materials personnel whereby they evaluated the structural adequacy through the use of the Benkleman beam. The cost of the extra AC material is estimated at $17,000. This order is recommended for approval as participating.

PA #18 has been issued and provides for the purchasing of extra culvert pipe at a cost of $370. This order will be nonparticipating.

5. CONSTRUCTION SIGNING AND SAFETY:

Adequate construction signs had been placed throughout the length of the project to insure safe passage of the road users.

RECEIVED
JUL 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—5M

7130

STATE COPY

G-1P
G-1N (Longview Br. Appr.)

Contingent upon modification of project agreement if additional funds are required.
MAR 1969
Date 1969 By
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Delena-Rainier	Date	June 4, 1969
Highway	Columbia River	Contract No.	7130
County	Columbia	Prefix	5-1061
Contractor	C.R. O'Neil & Dorman Construction Co.	F. A. Project No.	F-221(12)
Address	2818 E. 1st St., Vancouver, Wash. 98661	Order No.	10 (supplement No. 1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish material, equipment and labor to clean up the winter sluff from shoulders, fallout areas and culvert pipe inlet basins on previous grading grading contract portion of the project. Extend two culvert pipes and regrade basins. Complete grading at Longview Bridge Approach and remove approx. 1,400 ft. of guardrail and install 50 ft. of guardrail above retaining wall.

NOTED
F. B. KLABOE

Location by station numbers:
2230- 2266
LR 75 back to Longview Bridge
Install 24-inch CMP at 2d St., West Rainier
Install guardrail above retaining wall rt. of sta. 2361

Estimate of quantities and cost:

Original Estimate		Supplemental Estimate	
Material	$ 470.00	Material	$ 205.00
Labor	1,050.00	Labor	1,375.00
Equip. Rental	980.00	Equip. Rental	520.00
	$2,500.00		$2,100.00

Original Est.	$2,500.00
Supplemental Est.	2,100.00
TOTAL	$4,600.00

Total Additional Cost = $2,100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Regrading inlets amounted to more than originally estimated. Resurfacing at site of 24" Culvert pipe amounted to more than estimated. Installation of Guard Rail, with posts set in concrete, not included in original est. Removal of Guardrail along Longview Bridge App. not included in original est. Work practically completed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,426,115.05
Present estimate of project cost, including $2,100.00 for work under this order	$2,426,115.05
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ Gerald Wimer Ass't. Division Engineer

Approved: /s/ F. D. Morgan 6-17-69

RECEIVED
MAY 19 1969
FOR FILING

F-221(12)

7130

3L c

4-22-69

#1

April 23, 1969

C. R. O'Neil
and Dorman Constr. Company
2818 West 1st Street
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission at its meeting on April 22 considered your request for an extension of time on the first phase of Contract No. 7130 for work on the Delena-Rainier Section of the Columbia River Highway in Columbia County.

The Commission granted an extension of time to November 11, 1968, thereby eliminating all liquidated damages on Phase 1.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc R. D. Asburry
Vernon Small
F. D. Morgan
G. H. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7130 Contractor C.R. O'Neil and Dorman Construction Co.

Highway Columbia River

Section Delena-Rainier

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Additional paving added to the first phase work plus an overrun in General Excavation in the first phase work area justify an extension of the specified completion date for the first phase to November 11, 1968.

Recommended for Approval:

R. D. Asburry
Division Engineer

John A. Bond
for Construction Engineer or Bridge Engineer

JB Klabor
Assistant State Highway Engineer

Contract No. 7130

Project designation F-221(12)
State-Federal

Date awarded May 2, 1968

Work started May 1, 1968

Per cent completed 67 2-22-69
Date

~~No. of Workdays Allowed~~

Specified Completion Date First Phase

~~No. of Workdays Used~~ October 15, 1968

Request Extension of first phase to

~~No. of Added Workdays Requested~~ Nov. 11, 1968

State Printing 27920

E—330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 22, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from - days to - days, within which to complete our Contract No. 7130, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Letter Attached

Respectfully submitted,

C. R. O'Neil and Dorman Construction Company, Joint Venture
Contractor

By Bob Dorman
Joint Venture Partner

CONSENT OF SURETY

Date JANUARY 23, 1969

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
FRED C. REED Attorney-in-fact
WELLS-REED-WOOD-WEST Co. (SEAL)
BY:
Resident Agent

DORMAN CONSTRUCTION COMPANY

2818 EAST FIRST STREET • PHONE 693-1434 • VANCOUVER, WASHINGTON 98661

January 22, 1969

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Phase 1 Completion Date
Delena-Rainier Section
Columbia River Highway
Contract No. 7130

The specifications on the above referred to project state that a minimum of two lanes of the AC base course on the main highway road bed, Station 2047 - Station 2091, plus "A" line and detour be completed prior to October 15, 1968. The calculations of the Resident Engineer's office showed approximately 9,000 tons of AC would be required to accomplish this work.

In cooperation with the Resident Engineer, we agreed to place AC on full width (40 feet) from the beginning of the job to Wonderly Road and 30 foot width of AC from Wonderly Road to the Bridge Road intersection. In addition, all connecting roads were paved with base lift, plus Second Street, Fir Street, Log Dump Road and Washington Way. The purpose of the additional paving was to make the job safer for the traveling public during the winter shutdown with a minimum of maintenance to the State forces.

On Saturday, October 19, we exceeded the 9,000 tons of AC required to complete the specifications as set forth in the contract. Therefore, we request that the assessment for liquidated damages be limited to four days only (October 16 - October 19, inclusive).

Very truly yours,

C. R. O'NEIL and DORMAN CONSTRUCTION COMPANY, Joint Venture

Bob Dorman

Bob Dorman, Joint Venture Partner

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 1, 1969

In reply refer to: 08-35-DB

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

For

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-221(12)
Delena-Rainier Section
Columbia River Highway
Request for Time Extension

Reference is made to your letter dated March 3, 1969 requesting concurrence in extending the completion date for the first phase work on subject project to November 11, 1968.

We concur in extending such completion date to November 11, 1968 based upon the reasons presented in your letter.

copies to Morgan
Marion
4-7-69

NOTED
F. B. KLABOE

RECEIVED
APR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1969

SUBJECT: Extension of Time
Delena-Rainier Section
Columbia River Highway
Contract No. 7130

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from C. R. O'Neil and Dorman Construction Company, joint venture contractors on the subject contract, the attached request for an extension of the specified first phase completion date. The contractor has, in effect, requested an extension from October 15 to November 7, 1968 based on an overrun in asphaltic concrete required in connection with the first phase work.

This contract was established with two specified completion dates. The first phase required that a minimum of two lanes of A. C. base course be placed on the main highway roadbed between the west end of the project and the Longview Bridge Interchange, plus all work on the "A" Line and temporary detours at the Longview Bridge Interchange, and such additional work as was required for the safe and convenient use of the highway from the west end of the project to the Longview Bridge detour. This work was to be completed by October 15, 1968.

The contractor was requested to perform additional paving of shoulders, road connections, street intersections, etc. during the time he was involved in the first phase work. The original plan estimate of A. C. quantities required for the first phase work was placed by October 18. The contractor continued paving until October 24. These 6 days represent the overrun in quantities which were caused by the additional paving requested by the State. A like extension is justified.

Although the contractor did not refer to any other reasons for granting an extension, our review of the project records indicates that he is entitled to additional time for an overrun in the General Excavation that occurred on the early phase section.

The plan excavation in the cut between Station 2271+50 and 2286 was overrun by 147,000 cubic yards. This area is related to the early phase requirement. This overrun was caused by the necessity to construct a flatter backslope with a fall-out area where benches had been planned. Considerable unanticipated dirt and decomposed seamed rock were encountered which would not stand on the design slopes. The contractor's average daily production based on the excavation work performed between May and October was 4,100 cubic yards per day. This overrun justifies an extension of 36 calendar days.

Based on the overruns and extra work mentioned above, we find justification for 42 additional calendar days on the first phase work. The first phase work was completed on November 11, 1968 at which time the contractor had been charged 27 days of liquidated damages amounting to $5,400. We recommend that the specified completion date for the first phase work be extended to November 11, 1968. This will eliminate all liquidated damages on the first phase work.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attachment
cc V. L. Gallagher

RECEIVED
FEB 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
APR 9 - 1969

FOR FILING

F-221(1-2)

7130

April 8, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 1
April 22, 1969 meeting

Gentlemen:

C. R. O'Neil and Dorman Construction Company, joint venture contractors on the Delena-Rainier Section of the Columbia River Highway in Columbia County, Contract No. 7130, have requested an extension of the specified first-phase completion date.

This contract was established with two specified completion dates. The first phase required that a minimum of two lanes of asphaltic concrete base course be placed on the main highway between the west end of the project and the Longview Bridge Interchange, plus all of the work on temporary detours, a connection leg to the interchange, and additional work required for the safe and convenient use of this segment of highway. This work was to have been completed by October 15, 1968.

Additional work involving paving of shoulders, road connections, et cetera was added to the first-phase work. A significant overrun of General Excavation was also related to the early-phase section. This overrun was caused by the necessity to construct flatter backslopes in a cut where unanticipated dirt and decomposed rock were encountered which would not stand on the designed slopes.

The first-phase work was completed on November 11, 1968, at which time the contractor had been charged with 27 days of liquidated damages. The two reasons listed above justify an extension in this amount. I recommend that the specified completion date for the first-phase work be extended to November 11, 1968. This will eliminate all liquidated damages on phase one. This is a Federal-aid Primary project and we have Bureau of Public Roads' concurrence.

This matter will be on the agenda for your consideration at the April 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
R. D. Asburry
F. D. Morgan

JAB/DES:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project: **7130** **C.R. O'Neil and Dorman Construction Co.**

Contract No **Columbia River** Contractor

Highway **Delena-Rainier**

Section **Grading, Paving, Structures and Signing**

Kind of Work

It is recommendxxxxxxxrequest for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows: **Additional paving added to the first phase work plus an overrun in General Excavation in the first phase work area justify an extension of the specified completion date for the first phase to November 11, 1968.**

Recommended for Approval:

R. D. Asburry
Division Engineer

Construction Engineer or Bridge Engineer

Klaboe
Assistant State Highway Engineer

State Printing 37939

Contract No. **7130**

Project designation **F-221(12)**
State-Federal

Date awarded **May 2, 1968**

Work started **May 1, 1968**

Per cent completed **67** **2-22-69**
Date

~~No. of Workdays Allowed~~ xxxxxxxxxxxxxxxxxxxxxxxx
Specified Completion Date First Phase
~~No. of Workdays Used~~ xxxxxxxxxxxxxxxxxxxx **October 15, 1968**
Request Extension of first phase to
~~No. of Added Workdays Requested~~ xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx **Nov. 11, 1968**

E—330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 22, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from – days to – days, within which to complete our Contract No. 7130, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Letter Attached

Respectfully submitted,

C. R. O'Neil and Dorman Construction Company, Joint Venture
Contractor

By
Joint Venture Partner

CONSENT OF SURETY

Date JANUARY 23, 1969

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
FRED C. REED Attorney-in-fact
WELLS-REED-WOOD-WEST Co.
(SEAL)
BY:
Resident Agent

Form E-206—5M

F- [illegible]
7130

RECEIVED
APR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-1P
G-1N (Longview Br. Appr.)

Contingent [illegible]
project agreement [illegible]
funds are [illegible]
MAR 3 1969
Dist. Engineer
U.S. Bureau of Public Roads

C

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Delena-Rainier	Date	March 13, 1969
Highway	Columbia River	Contract No.	7130
County	Columbia	Prefix	5-1061
Contractor	C.R. O'Neil & Dorman Construction Company	F. A. Project No.	F-221(12)
Address	2818 E. 1st St., Vancouver, Wash. 98661	Order No.	10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish material, equipment and labor to clean up the winters sluff from shoulders, fallout areas & culvert pipe inlet basins on previous grading contract portion of the project. Extend two culvert pipes and regrade basins. Complete grading at Longview Bridge approach. Install one 24-inch culvert.

Location by station numbers:
2230 - 2266
LR 75 back to Longview Bridge end
Install 24-inch CMP at 2nd St., West Rainier

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Material	$ 470.00
Labor	1,050.00
Equipment Rental	980.00
Total	$2,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extending culvert pipes, to reduce traffic hazard, includes salvaging & reinstalling end sections. We have no bid item for 24-inch CMP. All of grading and cleanup work is off of the Project Limits, for grading, this project.

Work has not commenced, but the culvert pipe has been ordered from the supplier.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,426,115.05
Present estimate of project cost, including $2,500.00 for work under this order	$2,426,115.05
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer XX

Approval Recommended: /s/ Gerald Wimer
Division Engineer

Approved: /s/ F. D. Morgan ✓ 4-4-69

RECEIVED
MAR 4 - 1969

F-221(12)
713C

March 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Delena-Rainier Section
Columbia River Highway, Project F-221(12)

We have received from C. R. O'Neil and Dorman Construction Company, joint-venture contractors on this project, a request for an extension of the first-phase specified completion date. The contractors' request is based on an overrun in A.C. required in connection with the first-phase work.

This contract was established with two specified completion dates. The first phase required that a minimum of two lanes of A.C. base course be placed on the main highway roadbed between the west end of the project and the Longview Bridge Interchange, plus all work on the "A" line and temporary detours at the Longview Bridge Interchange, and such additional work as was required for the safe and convenient use of the highway from the west end of the project to the Longview Bridge detour. This work was to be completed by October 15, 1968.

The contractor was requested to perform additional paving of shoulders, road connections, street intersections, et cetera, during the time he was involved in the first-phase work. The original plan estimate of A.C. quantities required for the first-phase work was placed by October 18. The contractor continued paving until October 24. These 6 days represent the overrun in quantities which were caused by the additional paving requested by the State. A like extension is justified.

Although the contractor did not refer to any other reasons for granting an extension, our review of the project records indicates that he is entitled to additional time for an overrun in the General Excavation that occurred on the early-phase section.

The plan excavation in the cut between Station 2271+50 and 2286 was overrun by 147,000 cubic yards. This area is related to the early-phase requirement. This overrun was caused by the necessity to construct a flatter backslope with a fallout area where benches had been planned. Considerable unanticipated dirt and decomposed seamed rock were encountered which would not stand on the design slopes. The contractor's average daily production based on the excavation work performed between May and October was 4,100 cubic yards per day. This overrun justifies an extension of 36 calendar days.

Based on the overruns and extra work mentioned above, we find justification for 42 additional calendar days on the first-phase work. The first-phase work was completed on November 11, 1968, at which time the contractor had been charged 27 days of liquidated damages.

It is our recommendation that the completion date for the first-phase work on this project be extended to November 11, 1968. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
R. D. Asburry
V. L. Gallagher

DES:fw srb

C

RECEIVED
FEB 19 1969
FOR FILING

E-221(13)

7130

February 19, 1969

Pozzi, Wilson & Atchison
Attorneys at Law
Suite 808 Standard Plaza
Portland, Oregon 97204

Attention: Mr. Garry Kahn

Gentlemen:

In your letter of February 18, you inquire as to the identity of a contractor operating adjacent to Tax Lot 32, Section 7, Township 7, North, Range 2 West, Willamette Meridian, Columbia County, being 3,182 acres, Lots 5, 6 and 7.

According to our records, it appears that this contract was awarded to C. R. O'Neil and Dorman Construction Company under our Contract No. 7130. A certified copy of which is attached.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Attachment

POZZI, WILSON & ATCHISON
ATTORNEYS AT LAW
SUITE 808 STANDARD PLAZA
1100 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

FRANK POZZI
DONALD R. WILSON
DONALD ATCHISON
GARRY KAHN
DAN O'LEARY
RICHARD P. NOBLE
TYLER E. MARSHALL
RAYMOND J. CONBOY
KEITH BURNS
BRIAN L. WELCH
JOHN J. HAUGH

TELEPHONE
503/226-7131

PHILIP A. LEVIN
1928-1967

February 18, 1969

Contract 7130

State Highway Department
Salem, Oregon

Re: Road Construction Project Adjacent to Tax Lot 32, Section 7, Township 7, North, Range 2 West, Willamette Meridian, Columbia County, being 3,182 acres, Lots 5, 6 and 7.

Dear Sirs:

We represent Mr. and Mrs. Ray Johnstun, whose property was damaged due to explosions caused by the contractor working on a state highway project adjacent to the property above described. Will you please give us the legal name of the contractor. We believe it was C. R. O'Neil.

Would you please send me a copy of the contract entered into between the state and the contractor.

Very truly yours,

Garry Kahn

Garry Kahn

GK*bjr

Fran - Carol
please prepare Cert. Copy
F.E.

RECEIVED
STATE HIGHWAY COMMISSION

Form E-200—5M

RECEIVED
FEB 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7130

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

OCT 2 9 1969
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Delena-Rainier
Date January 17, 1969
Highway Columbia River
Contract No. 7130
County Columbia
Prefix 5-1061
Contractor C. R. O'Neil & Dorman Construction Company
F. A. Project No. F-221 (12)
Address 2818 E. 1st St., Vancouver, Washington 98661
Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish, install, salvage and reinstall and remove temporary destination signing and that portion of the temporary warning signing over and above what is set forth in the plans and specifications for this project, particularly drawing S-9.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Furnish & Install 8 4x4 wood posts @ $9.90	$ 79.20
Furnish & Install 8 6x6 wood posts @ $24.77	198.16
Furnish & Install Type "D" signs, 136 sq. ft. @ $3.20	435.20
Furnish & Install Type "A" signs, 164.5 sq. ft. @ $7.70	1,266.65
Furnish & Install Type "C" signs, 14.5 sq. ft. @ $3.20	46.40
Labor & Equip. rental to install & salvage Perm. Type A & C signs used at temp. Loc.	600.00
Labor & Equip. rental to salvage, reinstall and remove signs	700.00
TOTAL	$3,325.61

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Temporary protection and direction of traffic, over and above what is specified in the plans and specifications for this contract.

Work has commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,426,115.05
Present estimate of project cost, including $3,325.61 for work under this order	$2,414,922.19
Expected under-run XXXXXX amount	$11,192.86
Expected under-run XXXXXXXX per cent	0.46

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ John A. Bond
for
Construction Engineer & XXXXXXXXXX

Approval Recommended: /s/ Gerald Wimer

Approved /s/ F. D. Morg

C

RECEIVED
JAN 15 1969

F-221(12)

1130

January 15, 1969

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7130, the Delena-Rainier grading, paving, structures and signing project on the Columbia River Highway in Columbia County is anticipated. C. R. O'Neil and Dorman Construction Company of Vancouver, Washington, are the contractors. This is a Federal-aid Primary project for which the original project authorization was $2,202,986.36. The present anticipated cost is $2,426,115.05, indicating an overrun of $223,128.69 or 10.13 percent.

The major reasons are increased quantities of general excavation, embankment foundation excavation and cement-treated base, plus work added to the contract involving safety features and temporary traffic patterns. The general excavation overran the plan amount by nearly $120,000 due to the necessity of flattening cut slopes in seamed, decomposed rock. Embankment foundation excavation work was increased nearly $20,000 to secure a stable roadbed. An overrun of $43,000 in cement-treated base items is expected to accumulate due to higher cement content than estimated. Several extra items for signing, illumination and temporary guardrail amounting to some $21,000 were added to provide a safer traffic facility when part of the project was put into use late last fall on a temporary pattern.

This request for additional authorization will be presented at the January 28 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

JAB/DES:fw lms

bc:	Floyd Query	C. H. Maison
	R. L. Porter	L. H. Young
	F. B. Klaboe	F. D. Morgan
	Victor D. Wolfe	R. D. Asburry

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1969

SUBJECT: Overrun of Project Authorization
Delena-Rainier Section
Columbia River Highway
Contract No. 7130

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project, for grading, paving, structures and signing, is under contract to C. R. O'Neil and Dorman Construction Company of Vancouver, Washington. The original project authorization was $2,202,986.36. The present anticipated cost is $2,426,115.05, indicating an overrun of $223,128.69 or 10.13 per cent.

The major reasons for this overrun are increased quantities of General Excavation, Embankment Foundation Excavation and Cement Treated Base. The General Excavation was increased in order to provide stable cut slopes. As the excavation progressed, considerable unanticipated dirt and decomposed seamed rock were exposed which would not stand on the designed slopes. This was mostly in the high sidehill cut section just uphill from the Longview Interchange where multiple benches were planned but would not hold, resulting in a change to a flatter continuous backslope with a fall-out area involving more excavation than planned. General Excavation is expected to overrun 150,000 cubic yards (or 32 per cent) amounting to nearly $120,000. This is not considered as slide work. The project authorization included $37,500 for slides and over half of this amount was spent on the rock inlay about one mile west of the interchange to correct a slide problem left over from the grading project. The Embankment Foundation Excavation had to be increased in order to provide a stable subgrade in the area just east of the interchange. An increase of more than 23,000 cubic yards (80 per cent) was involved which caused an overrun of nearly $20,000. The factors used in computing bid quantities of Cement Treated Base proved to be low. Cement content was increased one-half per cent (to 5 per cent). Expected overrun on Cement Treated Base items amounts to more than $43,000 (14 per cent). This part of the work is only 58 per cent done, but these figures are the present outlook. Several extra orders amounting to some $21,000 involved safety features (signing, illumination, temporary guard rail placement) considered necessary for temporary traffic patterns. An overrun of nearly $28,000 is anticipated in engineering cost primarily caused by the extensive testing and inspection required.

It is recommended that the project authorization be increased by $223,128.69. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/DES:fw

Attachment

RECEIVED
JAN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-372 (Rev. 10-66)

F-021(8)
7130

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Deiena-Rainier Date December 16, 1968

Highway Columbia River Contract No. 7130

County Columbia Kind of Work Grading, Paving, Structures & Signing Contractor C.R. O'Neil and Dorman Construction Co.

APPROVED BY STATE HIGHWAY COMMISSION DATE 1-28-69

	Authorized	Estimated	
Contract Amount	$1,890,360.10	$2,100,326.32	
Anticipated Items	67,850.00	68,402.56	
Contingency (4½%)	88,119.45	72,886.17	
Engineering	156,656.81	184,500.00	(Based on Aug. 31, 1969 Compl. date)
Credits			
PROJECT COST	$2,202,986.36	$2,426,115.05	
NET INCREASE $		223,128.69 or 10.13%	

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

				Expected Amount		Net Change
(C)	Bid Item No. 5,	General Exc., Unclass.	620,000 CY	$502,200.00	+	$119,880.00
(C)	" " " 7,	Emb. Fnd. Exc., Unclass.	63,000 CY	53,550.00	+	19,762.50
(C)	" " " 19,	Cement Treated Base Mixture	90,000 ton	220,500.00	+	20,580.00
(C)	" " " 20,	Portland cement in CTB Mix	4,475 ton	125,300.00	+	23,100.00
(U)	P.A. No. 1	Furn. & Inst. Culvert Pipe		1,901.50	+	72,886.17
(U)	" " 2	Change Clearing Specs.		0		
(U)	" " 3	Overrun in Type I Fence (covered by bid item 58)				
(U)	" " 4	Special Backfill in Drains		2,310.00		
(U)	" " 5	Change Reinf. Pile Tip Specs.		0		
(U)	" " 6	Change Design of Retaining Wall (covered by bid items 76 & 77)				
(U)	" " 9	Change Plant Mix Stone Base Specs		0		
(U)	" " 10	Furn. & Inst. Temp. Guard Rail		5,623.00		
(U)	" " 11	Class "B" Asph. Conc. Patching		3,500.00		
(U)	" " 12	Change Asphalt Content in A.C.		0		(OVER)

Principal reasons for overruns. (Continue on reverse side): General Exc. increased to provide stable cut slopes due to unanticipated dirt and rotten rock. Emb. Fnd. Exc. increased to provide stable base. Cement treated base increased. Temp. signing, illumination and guard rail added for early phase traffic safety.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ Vernon E. Shull
Resident Engineer

Noted by for
Construction or Bridge Engineer

Confirmed by /s/ Gerald Wimer
Ass't. Division Engineer

Noted by
Assistant [redacted] State Highway Engineer

SP*23760-734

(U)	P.A. No.	13	Furn. & Inst. Breakaway Sign Posts	$ 4,659.66
(U)	" "	14	Constr. CTB Under Shldr. Areas (covered by bid items 19 & 20	
(U)	EWO No.	4	Temp. Striping	1,650.00
(U)	" "	5	Furn. & Inst. Sanitary Sewer	5,000.00
(U)	" "	6	Constr. Paving Ledge on Beaver Cr. Bridge	521.69
(U)	" "	7	Temp. Signing	2,172.00
(U)	" "	8	Furn. & Inst. Perf. Drain Pipe	1,008.32
(U)	SFO No.	5	Perm. Striping	2,038.00
(U)	" "	6	Detour Illum.	3,000.00
(U)	Antic. Claim for Temp. Signing			6,000.00
(U)	Antic. Future Contingencies			33,500.00

RECEIVED
DEC 12 1968
FORM E-30 (12-67)
FOR FILING

F-221(1
7130

Routing
2 Morgan
3 Decker
1 Bond
6 Walker
Boehme
Johnsen
Preston E
5 Swan
4 Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 11 1968
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Rainier, Oregon
Nov. 26, 1968

SUBJECT: Observations
Cement Treated Base
Delena-Rainier Section
Columbia River Highway

To: Mr. R.D. Asburry
Division Engineer
Salem, Oregon

We have now completed a portion of the Cement Treated Base, this project, and have some comments as follows.

I am convinced that CTB is a very sound solution in areas, such as here, where good quality rock is either non-existent or expensive to obtain. ~~We~~ We had considerable difficulty with the untreated rock, but none with the treated, so far as soft spots were concerned.

Our specifications were for an 8-inch lift, 1"-0 aggregate, 5% cement (lab)~~and compaction and screeding~~, 10% water (lab) and compaction and screeding completed within 2 hours after mixing.

Our contractor provided a cement silo with a batch weighing device and a screw feed. The batch weighing was accurate over a period of time but at any given moment could record up to 1,500 pounds (the weight of each batch) off. We found a daily weight sufficient. The screw feed could be easily adjusted. The aggregate feed was from a stockpile, into a tunnel with an adjustable gate opening onto a belt. The belt speed was adjustable. Our problem was in that gradation and moisture content cuold either one affect the rate of feed through the gate. I would recommend that future contracts require a positive feed, preferably a screw. The water was added, at the pugmill, through a meter. We found the correct water additive to be an ever-changing thing depending on weather, time of day and moisture content of aggregate. This is a matter of judgement with continual checking by Lab. furnished equipment.

Decker

On the road the contractor furnished a Blaw Knox spreader attached to a rubber tired dozer, a vibratory roller and an electronic controlled #16 blade for screeding (with an auger for transverse moving of material). End dump trucks were used and with a good dump man it is possible to deposit and strikeoff the material within reasonable limits. The vibratory roller provided adequate compaction. The screeding control was run from an offset line from grades set by ourselves. While a blade is somewhat loose jointed and bouncy the screeding was acceptable.

Const. Office
CC: Sent 12-10-68

RECEIVED
DIVISION ENGINEER • Division No. 2
NOV 27 1968
ROUTING
ASBURRY
CANFIELD

Now some of the problems encountered and what we did about them.

The lab furnished equipment for testing the cement content and for this a shack of some kind, with electrical outlets, water supply and large sink, working table etc is required very close to the pugmill. This is a full time job for one man. The results of this testing agreed closely with the contractors batch weight device.

It was determined we also needed to make molds, at the site, for determining moisture content. The lab furnished this equipment and again a testing shack is required with a large capacity drier, for drying samples. This also is a full time job for one man. The molds were sent to the lab to be broken for strength. We found the higher the moisture content the higher the strength, up to the 14-15% range.

The in-place compaction had us concerned for several days but with help from the lab and by experimenting we found all of our errors. We found that 3 passes with the roller was both minimum and maximum. We were waiting too long to take our compaction tests, this has to be done immediately after rolling and the sooner the better. The moisture content was inadequate at 10%, we found 12-14% adequate and 15-16% could be used. We deliberately laid CTB with 14-15% moisture content during heavy rain and found the compaction results satisfactory.

The blade mounted screed caused some trouble at first but we found that by making an initial pass slightly high followed by an at grade pass the finished product was satisfactory. The blade must be handled slow and gentle to eliminate bouncing with the auger working steadily with a uniform amount of material. On the drier material, 8-10% moisture, the blade left an almost perfect surface. On the wetter material we found tire tracks and small gobs of sticky material which dropped from the wheels and auger. This was the price to be paid for the higher water content and I did not find it objectionable. In fact without the uneven surfact texture it was a good indication of insufficient moisture and subsequent loss of strength.

We encountered considerable raveling, on the surface, of our initial product. This was eliminated by upping the cement content to 5.5% and increasing the water content. I believe the water content to be of more importance then the cement content, within reasonable limits of course.

We specified that the finished surface be kept damp until such time as a seal coat of RS1 was applied. The watering was done with a spray bar water truck and this method was satisfactory. We commenced shooting the RS1 at 0.25 but found this inadequate and upped it to 0.35. I intend to go up to 0.40 on any future portions which have to be opened to traffic prior to the 4 day curing time during dry weather.

We had one short section of heavily travelled street so as an experiment we blade laid the CTB at 14% moisture, under traffic and during moderate rain. As continued rain was forecast we did not apply the RS1 seal. This section did not ravel, pothole or show any visual distress up to the time we paved with AC about 3 weeks later. The time of applying and amount of RS to use is dependent on both weather and traffic.

I am of the opinion that a specified mixing time is unnecessary just so it is thoroughly mixed. A positive feed for both cement and aggregate is necessary. Moisture content is variable and needs good judgment on how much to use when. Adequate compaction must be done in a minimum of time and definitely not over-done.

Vernon E Shull
Vernon E. Shull
Resident Engineer

RECEIVED
DEC 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
DEC 5 - 1968

FOR FILING

F-221(12)

7130

H.J.

November 14, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3643

11-12-68

Rainier Drainage District
Route 1
Rainier, Oregon 97048

Attention: Mr. George Geddes

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering adjustment and maintenance of your facilities which conflict with the construction of the Delena-Rainier Section of the Columbia River Highway in Columbia County.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

Ekm
Attachment

cc R. D. Asberry (2 agreements)
T. W. Litchfield (one agreement)
Richard Hawkins (one agreement)
F. W. Sagnet (one agreement)
J. F. Hagemann (one agreement)

RECEIVED
OCT 30 1968
FOR FILING

F-221(12)
7130

October 29, 1968

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the November 12 meeting will be an agreement between the Oregon State Highway Commission and the Rainier Drainage District covering the adjustment and maintenance of the District's facilities which conflict with the construction of the Delena-Rainier Section of the Columbia River Highway in Columbia County. The agreement provides that the State shall:

(1) For five years remove any material caused by subsidence or sloughing of highway fills from the channel change constructed by the State.

(2) Once only in five years, remove silt from the channel change and one and one-half miles of downstream ditch.

(3) Extend and maintain 48-inch culvert.

(4) Construct and maintain 1930 lineal feet of drainage ditch.

(5) Construct (and District maintain) 480 lineal feet of drainage ditch.

(6) Grant District right to enter on right-of-way to maintain a portion of District's dike.

(7) State shall pay District drainage fees on the portion of the District's area taken for right-of-way. Fees are estimated to be $350 per year.

The cost of adjusting the District's facilities, performed as part of the State's contract is estimated to be $4500.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attention: T. W. Litchfield)
C. H. Maison
R. D. Asburry

JMC:ss fn

Form [illegible]

RECEIVED
NOV 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F-2
7130

STATE COPY G 1-P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent [illegible] project [illegible] if [illegible] funds [illegible]
OCT 16 1968
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Delena-Rainier

Highway Columbia River

County Columbia

Contractor C. R. O'Neil & Dorman Construction Company

Address 2818 E. 1st St., Vancouver, Washington 98661

Date October 23, 1968

Contract No. 7130

Prefix 5-1061

F. A. Project No. F-221(12)

Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish men and equipment for work involved in portland concrete removal and flagging in order to install a 8-inch perforated pipe.

Location by station numbers:

Intersection of Old US 30 and Washington Way, Rainier, Oregon.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Equipment Rental	$ 150.00
Labor	850.00
Total	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

We are changing US 30 traffic pattern at this location and perforated pipe was necessary to eliminate a bad water and ice situation. Perforated pipe, common excavation and sand backfill to be at bid price. Work was commenced October 16 and completed October 22, 1968. Approval was obtained from Division Engineer.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,202,986.36

Present estimate of project cost, including $1,000.00 for work under this order $2,298,668.36

Expected over-run amount $95,682.00

Expected over-run per cent 4.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer

Approval Recommended: /s/ Gerald Wimer Ass't
Division Engineer

Approved: /s/ F. D. Morgan 11-20-68

SP[illegible]

Form E-900—5M

F-221(12)
7130

RECEIVED
NOV 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Con[illegible]
project a[illegible] fual
funds a[illegible]
OCT 17 1968
Date
Halach
Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Delena-Rainier	**Date**	October 21, 1968
Highway	Columbia River	**Contract No.**	7130
County	Columbia	**Prefix**	5-1061
Contractor	C. R. O'Neil & Dorman Construction Company	**F. A. Project No.**	F-221(12)
Address	2818 E. 1st St., Vancouver, Washington 98661	**Order No.**	7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and Install (3) Stop Signs and Posts
Furnish and Install (1) Stop Ahead Sign and Post
Furnish and Install (1) Right Turn Permitted Without Stopping

Remove, Replace, Furnish and Install (1) Destination Sign and Posts

Location by station numbers:

Intersection of Washington Way and Old Highway U.S. 30, Rainier, Oregon.

Estimate of quantities and cost:

Material	$1,822.00
Labor	250.00
Equipment Rental	100.00
Total	$2,172.00

NOTED
F. B. KLABOE

Explanation: **(Explain here the conditions which cause this work to be classed as "extra work")**

This work is off the job and not covered by the Main Contract.

In order to utilize Washington Way for routing of US 30 traffic during the winter and spring, this work is deemed necessary.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,202,986.36
Present estimate of project cost, including $2,172.00 for work under this order	$2,297,688.36
Expected XXXXXXX over-run amount	$94,682.00
Expected XXXXXXX over-run per cent	4.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer XK
XXXXXXXXXXX

Approval Recommended: /s/ Gerald Winter
Ass't. Division Engineer

Approved: /s/ F. D. Morgan
11-19-68

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

477 Cottage St. NE. - Salem OR 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe, Asst. Highway Engineer

DATE: October 17, 1968

In reply refer to: 08-35-DA

F-221(12)

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

7130

SUBJECT: Oregon Project F 221(12)
Delena-Rainier Section
Lower Columbia River Highway
Inspection-in-Depth Report and Summary Report

Attached is an Inspection-in-Depth Report covering Base Course construction. This is the fourth and last inspection which will be made this year as a part of the Statewide review of this phase of construction.

You may note several items were discussed during the inspection which could help in the control of the project. Some of the items discussed may be applicable to projects previously inspected even though they were not so reported. None of these items are considered to be significant enough to warrant remedial actions on the projects now under contract but it is recommended you consider them on previous projects.

There were no significant findings during this or previous inspections where remedial action has not been taken; therefore, a reply is not necessary.

We are generally pleased with what we observed this year. We feel the generally sound project procedures are a result of the continued effort of your staff.

Enclosure
Inspection-in-Depth Report

Morgan
Young 10-18-68

RECEIVED
OCT 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible] TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Region (3)
Wash DC thru Region
Admin Mgr

STATEWIDE INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	COUNTY Columbia	PROJECT NUMBER F 221(12)
DATE OF INSPECTION 9-16-68	PHASE(S) INSPECTED Base Course Construction-Phase 3		REPORT OR CONTROL NUMBER 35-68-EID(3)20

INSPECTION MADE BY
R. A. Nichols, Area Engineer
W. N. Bryant, Asst. Area Engineer

IN COMPANY WITH
G.K.Hossner, Area Engr., BPR
M.D.Glenn, Field Testing Engr, OSHD
G.W.Wimer, Asst. Div. Engr, OSHD
V. Shull, Res Engr, OSHD

REPORT PREPARED BY
R. A. Nichols, Area Engr.

CONTRACT AMOUNT
$1,890,360.10

CONTRACTOR *(Name and address)*
C.R. O'Neil and Dorman Construction Co.
2818 E 1st St. Vancouver, Wash.

TIME ELAPSED 26 %

WORK COMPLETED 42 %

PROGRESS OF WORK Satisfactory

QUALITY OF WORK Satisfactory

LOCATION The project begins at Sta 2047+00, about 0.5 mi. easterly of Delena, Ore. from thence it proceeds easterly 6.20 mi. to Sta 2376+50 just east of the junction of 4th St. and the Columbia Hwy. in the City of Rainier.

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

DELENA-RAINIER SECTION
LOWER COLUMBIA RIVER HIGHWAY
Grading, Paving, and Structure

1. SCOPE OF INSPECTION:

This is the fourth project inspected as a portion of the Statewide Inspection-in-Depth on the above phase. The inspection procedure used on this project was similar to that used in previous inspections in that the contractor's operations, and the State's inspections and control were observed. In addition an office review was made of procedures and documentation.

An approved guideline was used. A copy of the completed guideline is attached to the Division office copy of this report.

2. SUMMARY OF FINDINGS:

The material available to use in the base course is a low quality rock. The State was cognizant of this prior to the award of the contract and designed the base accordingly. It was decided to use the largest size crushed rock (2 1/2" - 0)permitted under the specifications. The material first produced and accepted generally met specification requirements; however, in the opinion of the State Engineers the product was still unsatisfactory. In order to obtain a more satisfactory product the gradation requirements were revised to reduce the fines. This was covered under the approved Price Agreement No. 9. From the visual

(more)

appearance of the materials on the road it appears the correct action was taken.

The base materials incorporated into the project substantially met specification requirements. The following items which are primarily concerned with project control were discussed during the inspection:

1. The sampling device consisted of a fairly small pan one side of which was attached to a handle about 4 feet long. The sample was obtained by passing this pan transversely through the base material as it falls from one belt to another. The weakness in this method of sampling is well known even though several small samples are combined to obtain a composite sample. The test reports indicated that in spite of the sampling procedure the inspector was getting consistent samples. Mr. Glenn, OSHD, stated the State is now studying a tentative specification which will require suitable sampling devices on all crushers.

2. The base material is stockpiled after crushing, then it is mixed in pugmill just prior to loading in the belly dump trucks which haul it to the road. The State's normal practice of obtaining the sample at the crusher is followed on this project. The practice of obtaining at least check samples after the material passes through the pugmill was discussed pro and con. According to Mr. Glenn similar discussions have been held by the State.

The Inspectors Manual states that the percentage retained on the designated screens shall be computed by using the total weight of the sample. The capacity of the largest scale on this project as on nearly every other project is considerably less than the weight of a normal aggregate sample. Therefore, the inspector usually has to divide his sample and add two weights if he wished to weigh the entire sample prior to the screening operations. On this project as on many other projects the inspector just adds the weights of the material retained on each seive to get the total weight. This latter method, obtaining the total weight gives good results if an error has not been made. But since there is no way to check the result an error could be made without detection. If the project was furnished a scale with sufficient capacity to weigh the entire sample, this possibility would be eliminated.

3. COMMENTS:

The merits of the aforementioned ideas depend on the individual's opinion so the writer does not believe they should be considered significant findings with exception of the method of sampling. The writer does recommend that suitable sampling devices be required on future projects. As far as this project is concerned, though, the writer does not believe a follow-up inspection is needed. All of the aforementioned items are being considered or studied by the State to determine their respective merits.

RECEIVED
SEP 17 1968

RR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage St. NE. - Salem OR 97301

Memorandum

F-221(12)
11 3

DATE: September 12, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon
for

SUBJECT: Oregon Project F-221(12)
Delena-Rainier Section
Lower Columbia River Highway
Inspection-in-Depth Report and Summary Report

Attached is an Inspection-in-Depth Report covering grading work on subject project. This is the third and last of the Statewide inspections-in-depth covering grading operations this construction season.

You will note by the attached report that there were no significant findings during our review. This was also generally true of the previous two inspections covering the grading phase.

It was originally our intent to review grading procedures on four or five projects this construction season. However, in view of the affirmative findings on the three projects inspected we feel that additional inspections covering grading operations are not warranted. We are confident that the same standards of inspection, control, and documentation found on the three randonly selected projects are representative of your Statewide procedures. Our area engineers will continue to review project procedures relating to grading during their regular inspections.

As there were no adverse findings during subject inspections or any unresolved items remaining from previous inspections a reply will not be necessary.

We are pleased with the lack of adverse finding. We feel this reflects the overall effort your staff has extended in establishing sound project procedures.

Enclosure
Inspection-In-Depth Report

9-16-68

REFERRED TO
Morgan - Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
SEP 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

F PUBLIC ROADS

Region (3)
Wash DC thru Region
Admin Mgr

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Columbia	F-221(12)

DATE OF INSPECTION: 8-30-68

PHASE(S) INSPECTED: Grading

INSPECTION MADE BY	IN COMPANY WITH
J. J. Hegmann, Area Engineer G. K. Hossner, Area Engineer	John Walker, Asst. Const. Engr. G. W. Wimer, Asst. Div. Engr. V. E. Shull, Resident Engineer

REPORT PREPARED BY: Glenn K. Hossner, Area Engineer

PROJECT INCLUDES: ☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Signing

CONTRACTOR (Name and address): C. R. O'Neil and Dorman Construction Company

CONTRACT AMOUNT: $ 1,890,360.10

PROJECT STATUS (% comp.): 35

LOCATION: Lower Columbia River Highway (U.S. 30) from .5 mile east of Delena easterly to within city limits of Rainier, Oregon

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

DELENA-RAINIER SECTION
LOWER COLUMBIA RIVER HIGHWAY

Inspection Time: 9 manhours
Driving Time: 7 manhours
Writeup Time: 2 manhours

SCOPE OF INSPECTION:

This is the third Statewide Inspection-In-Depth in Oregon this construction season covering the grading phase of highway construction. The inspection procedure was similar to that used on previous inspections relating to this phase. Following observations of the contractor's operations and the State's inspections and control on the project, an office review was made of procedures and documentation relating to grading items.

An approved guideline was used. A copy of the completed guideline is filed with the Division office copy of this report.

Grading work was approximately 80% complete at time of inspeceion. Much of the excavation material on this project consisted of granular type material too coarse to test in place embankment by the Washington Densometer Method.

Full grading operations were in progress during the course of this inspection.

(more)

EDITION OF (6-64) IS USABLE

FINDINGS AND RECOMMENDATIONS:

This inspection revealed that all contract work relating to the grading phase was being performed in substantial conformance with governing plans and specifications. The project was adequately staffed with personnel qualified for the work assigned. The inspectors had been previously certified for assigned duties as evidenced by their inspector's card.

Project records and related documentation were considered adequate and were being maintained on a current basis.

Very little roadway finishing had been performed at this stage of completion. However, based on past performance of the resident engineer and the contractor it is felt that the finished product will be highly acceptable.

Since there is excess excavation material on the project, only the best material is being used in the roadway embankments. This allows for wasting most of the excavation material except rock. The rocky material is handled and placed in such a manner as to provide a densely compacted mosss

This inspection did not reveal any significant deficiencies relating to project procedures. All governing policies and procedures were being followed in a satisfactory manner.

COMMENTS:

Results of this inspection were discussed with the Assistant Construction Engineer, the Assistant Division Engineer, and the Resident Engineer. A followup inspection will not be necessary.

RECEIVED
AUG 27 1968

FOR FILE

F-221(12)

712

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1968

SUBJECT: 1968 Opening to Traffic
Delena-Rainier Section
Columbia River Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Department

G. L. Decker, Gerald Wimer, Dave Glenn, Vern Shull and I met with Charlie O'Neil, Bob Dorman and John Compton Tuesday, August 20, to review the opening westerly of the Longview Interchange October 15, 1968. We found:

Grading:

Other than some minor connections and finishing, grading is complete west end, Station 2047 to 2266. It will take until September 15 to complete finishing of entire mainline, Station 2266 to 2298, the Longview Interchange. Weather isn't a factor except for finishing.

Base Rock and CTB:

All of the base rock for the required portion is produced and in place to Station 2225. Schedule, which will be easy to keep:

Present	- August 30	Complete base to 2266	
September 3	- September 15	CTB	2047 to 2266
September 15	- September 22	Base	2266 to 2298
September 22	- September 30	CTB	2266 to 2298

In other words, more than the required width will be ready to pave October 1.

Paving:

Only 9,000 tons of paving are required October 15. This can be placed in less than a week. Compton is now complete on the Siletz and moving to Mount Hood expecting to complete there September 7, which is too early for him at Delena. He wants to go to Elk River after Mt. Hood but if he does, indicates it will be October 20 before he can be at Delena.

More important than meeting the October 15 deadline is the possibility of completing on into town this year before traffic is routed onto the new grade. This would save one change of signing at the Longview Interchange and on the old highway and patching of Washington Way. The possibilities are:

Grading:

Will all be complete September 30 except wasting of excess, which can be handled with a short skewed crossing.

Base and CTB:

Dorman could proceed on this in early October, as he would be done with his required base and CTB simultaneously with O'Neil having the bulk of this next unit ready for surfacing. Moderate weather only would be required, as the fill is rock.

I would recommend we concentrate on trying to get traffic on into town this year even if we had to hold traffic off the required October 15 portion another few weeks. As to pressing Compton to comply with the October 15 date, the decision is dependent upon the value of completing the Elk River paving this year.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:GW:am
cc F. D. Morgan

RECEIVED
AUG 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F-221(12)
7130

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 1968 By
Title Dist. Engineer
U.S. Bureau of Public Roads

REGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Delena-Rainier
Highway: Columbia River
County: Columbia
Contractor: C. R. O'Neil & Dorman Const. Co.
Address: 2818 E. 1st St., Vancouver, Wash. 98661

Date: August 1, 1968
Contract No.: 7130
Prefix: 5-1061
F. A. Project No.: F-221(12)
Order No.: 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish material and construct reinforced concrete paving ledge on the west end of Beaver Creek Bridge, Br. No. 146A

Location by station numbers:

2065+65

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Material	$138.00
Labor	173.11
Equipment Rental	126.50
Total	$437.61

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The pile cap at Bent #1 is not wide enough to support the concrete bridge end panels. Also Price Agreement No. 8 was not approved because of high estimate.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,202,986.36
Present estimate of project cost, including $437.61 for work under this order	$2,202,986.36
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Charles W. Elroy
Asst. Resident Engineer

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or ~~[illegible]~~

Approved: /s/ L. H. Young 8-20-68

RECEIV
2
FOR FILIN

F-221(72)
7130

TOM McCALL

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 24, 1968

Mr. Walter Goodat
1735 S.E. Union
Portland, Oregon

Dear Mr. Goodat:

I have discussed with the Highway Department the matter of an undercrossing structure near the Longview Bridge in Rainier, which you called to my attention.

The Highway Department informs me that they have been unable to acquire necessary right-of-way, and have had to file a condemnation action which is set for trial on December 4, 1968.

The Department also has determined that the road being constructed is not being built as a freeway since there are other at-grade intersections in the vicinity which will carry a heavier volume of traffic than the one your operation will use. A grade crossing is planned for construction in the vicinity of the Proctor property, and the Department has determined that this crossing will adequately provide access from the property to the highway system.

The Department feels there is no economic justification for the construction of the undercrossing structure as you have proposed.

Sincerely,

Kessler R. Cannon,
Administrative Assistant
Natural Resources

KRC:lj
bcc: Forrest Cooper ✓

COPY

RECEIVED
JUL 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1968

FOR FILING

F-221(13)

1130

July 18, 1968

Mr. Kessler R. Cannon
Administrative Assistant
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mr. Cannon:

This will reply to your July 9 letter concerning an undercrossing structure near the Longview Bridge in Rainier desired by Walter Goodat.

Mr. Goodat has a lease from Mrs. Elsie Proctor and operates a rock-crushing operation in the quarry near the Longview Bridge. We have been unable to acquire the necessary right-of-way from Proctor-Goodat and have had to file a condemnation action. The case has been set for trial on December 4, 1968.

Mr. Goodat, who is represented by Attorney George Mead, has insisted that an undercrossing structure be installed which would allow rock-hauling trucks to proceed from his quarry operation underneath the Lower Columbia River Highway so that they might proceed to the Longview Bridge without having to cross southbound highway traffic. This road is not being built as a freeway, there being other at-grade intersections in the vicinity which will carry a heavier volume of traffic than the one used by Mr. Goodat.

Our construction plans call for a grade crossing of a street in the vicinity of the Proctor property. It is our feeling that this crossing will adequately provide access from the property to the highway system.

Our appraisers, incidentally, have taken Mr. Goodat's proposal into account and can find no economic justification for the construction of the undercrossing structure desired by Mr. Goodat.

I believe this matter should be resolved by a jury as there is no valid economic reason to construct a structure for the private use of this single owner.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
George Rohde
D. H. Moehring
R. D. Asburry

FC:DHM:dh fn

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 17, 1968

SUBJECT: Undercrossing near the Longview Bridge in Rainier

To:

Mr. Forrest Cooper
State Highway Engineer

BUILDING

Attached is a draft of a reply to Mr. Kessler R. Cannon of the Governor's office on the Goodat matter at Rainier.

G. E. ROHDE
Chief Counsel

D H Moehring
D. H. Moehring
Right of Way Engineer

DHM:DH
Encl.

cc: G. E. Rohde

RECEIVED
JUL 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 9, 1968

Answered
7-18-68

Mr. Forrest Cooper
State Highway Engineer
Oregon Highway Department
Highway Building
Salem, Oregon 97310

Dear Forrest:

I had a call from Mr. Walt Goodat of Portland, who operates a rock crushing outfit at the foot of the Longview bridge in Rainier.

Mr. Goodat says Highways are making a mistake in not installing an adequate underpass as had been agreed upon. He said a conference was held sometime ago with Governor Hatfield, Highways, City of Rainier officials, and his firm, and agreement was reached on the underpass, but now he sees filling going on which indicates no underpass, but perhaps a light at the crossing. He says this is not going to work, and will cause innumerable accidents.

Can you supply me with information with which to respond?

Cordially,

Kessler R. Cannon,
Administrative Assistant
Natural Resources

KRC:lj

NOTED
R. L. PORTER

RECEIVED
JUL 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 - 1968
FOR FILING

F-221(12)

7130

July 12, 1968

4N

7-9-68

Hon. Walter E. F. Collett
Mayor of Rainier
P. O. Box 137
Rainier, Oregon 97048

Dear Mayor Collett:

Attached for your files is a fully executed copy of a letter-form agreement with the City concerning temporary routing of traffic on the Columbia River Highway during period of construction on the Delena-Rainier Section in the vicinity of the Longview Bridge approach.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Mr. H. S. Cox
(conformed copy)

Filed A&R 451

RECEIVED
SEP 6 - 1968

FOR FILING
F-221(1R)
7137

July 12, 1968

4 M

Columbia County Court
Courthouse
St. Helens, Oregon 97051

Attention: Hon. Earl N. Seawright
County Judge

7-9-68

Gentlemen:

Attached for your files is a fully executed copy of a letter-form agreement concerning the temporary routing of traffic on the Columbia River Highway during the period of construction on the Delena-Rainier Section in the vicinity of the Longview Bridge approach.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(Conformed)

filed in A&R 448

JUN 28 1968
FOR FILING

F-221(12)
113C

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 25, 1968
In reply refer to: 08-35-DA

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attention: Mr. F. B. Klaboe

FROM Glen L [illegible]
for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F 221(12)
Delena - Rainier Section
Inspection-in-Depth into Pile Driving Operations

Attached is an Inspection-in-Depth report on the Pile Driving Operations of the subject project. We find the records and procedures in accordance with your guidelines and specifications. We have no recommendations and we feel the pile driving part of this project is being capably administered. Thank you very much for the excellent cooperation from the field crew.

Enclosure
Report

NOTED
F.B. KLABOE

6-28-68.
REFERRED TO Morgan w/enc.
BY ASST. STATE HWY. ENGR.
copy of ltr to Young

RECEIVED
JUN 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

PUBLIC ROADS

Manager

Region(3cys) **CONSTRUCTION INSPECTION-IN-DEPTH REPORT**
Wash DC thru Region *(PPM 20-6.1)*

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION 8	DIVISION Oregon	COUNTY Columbia	PROJECT NUMBER F221(12)

DATE OF INSPECTION: 6-6-68

PHASE(S) INSPECTED: No. 10A, Pile Driving Operations

INSPECTION MADE BY:
H. A. Schell, Area Engr.
G. K. Hossner, Area Engr.
P. R. Luckeroth, Br. Engr.

IN COMPANY WITH: Charles Elroy, OSHD

REPORT PREPARED BY: P. R. Luckeroth, Bridge Engineer

PROJECT INCLUDES: ☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER *(Specify)* Signing

CONTRACTOR *(Name and address)*:
C. R. O'Neil & Dorman Const. Co., Prime Contractor
Stach Const. Co., Grants Pass, Ore., Subcontractor for Structures

CONTRACT AMOUNT: $ 1,890,360

PROJECT STATUS (% comp.): 3%

LOCATION: The project is located on the Columbia River Highway, U.S. 30, starting in the City of Rainier and extending westerly approx. 6 miles.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

DELENA - RAINIER SECTION
COLUMBIA RIVER HIGHWAY
Grading Paving and Structure

1. SUMMARY OF FINDINGS:

The inspection of this phase of the project indicates that this work is being performed in substantial compliance with the plans, standard specifications and special provisions of the contract.

2. RECOMMENDATIONS:

Inspection of the project records and observation of the work did not reveal the need for recommending any changes in the manner in which the work or inspection is being performed. No followup is needed.

3. DETAILED REPORT OF INSPECTION:

Inspection of the project materials records showed that each lot of piling delivered to the project is accompanied by a copy of the heat number, physical and chemical properties of the piling and a certification by the producer that the materials meet applicable specifications. The heat number for each piling is painted on the web, and the bridge engineer checks this number with the certification.

(more)

EDITION OF (8-64) IS USABLE

The bridge engineer had also taken a sample from the piling and sent it to the State Materials Lab for testing of the physical properties.

All of the field records appeared to give a complete and accurate record of the driving operation.

The subcontractor doing the structural work is an experienced bridge builder and has supplied the work with adequate equipment and experienced personnel.

A copy of the guideline used for the inspection is attached to the Division office copy of this report.

RECEIVED
JUN 27 1968

F-221(12)

7130

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 25, 1968

SUBJECT: Delena-Rainier Contract 7130
Columbia River Highway

To:

MEMO TO THE FILES:

Resident Engineer Shull has reported through the Division Office that the detour near the easterly end of the Delena-Rainier Section, Contract No. 7130, was opened to traffic in midafternoon on June 24 and was functioning very successfully.

F. D. Morgan
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:fr

cc: F. B. Klaboe
R. D. Asburry

NOTED
F. B. KLABOE

RECEIVED
JUN 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1968
FOR FILING
F-221(12)
7130

June 24, 1968

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 9 meeting will be a letter-form agreement with the City of Rainier concerning the temporary routing of traffic on the Columbia River Highway during the period of construction on the Delena-Rainier Section in the vicinity of the Longview Bridge approach.

The agreement stipulates that during the construction period the State shall maintain a county road known as Washington Way, which lies partially within the city; perform all required striping; install the necessary signs; and, at such time as the temporary routing is no longer required, return Washington Way to City jurisdiction in a condition at least as suitable as existed prior to the State's use. The City is required to pass an ordinance permitting stop signs at the intersection of Washington Way and the existing Columbia River Highway and providing for eastbound one-way traffic on "B" Street between Fifth and Sixth Streets.

A companion agreement with Columbia County was submitted on June 4.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
R. D. Asburry

MCH:eb jko

C

RECEIVED
JUN 10 1968
FOR FILING
F-221(12)
7/30

June 10, 1968

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 9 meeting will be a letter-form agreement with Columbia County concerning the temporary routing of traffic on the Columbia River Highway during the period of construction on the Delena-Rainier Section in the vicinity of the Longview Bridge approach.

The agreement stipulates that during the construction period the State shall maintain a county road known as Washington Way; perform all required pavement striping; install the necessary signs; and, at such time as the temporary routing is no longer required, return Washington Way to Columbia County jurisdiction in a condition at least as suitable as existed prior to the State's use.

A companion agreement with the City of Rainier is pending action by the City.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
R. D. Asburry

MCH:eb jko

Form E-[illegible]

F-221(12)
7 7130

STATE COPY

REGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

[illegible] upon modification of project agreement if additional funds are required.
JUN 6 1968
Date
Title Dist. Engineer
U.S. Bureau of Public Roads

C

Project Name Delena-Rainier
Date June 6, 1968
Highway Columbia River
Contract No. 7130
County Columbia
Prefix 5-1061
Contractor C. R. O'Neil & Dorman Const. Co.
F. A. Project No. F-221(12)
Address 2818 E. 1st St., Vancouver, Wash. 98661
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish material and install 336 lin.ft. of 10" sanitary sewer pipe plus one temporary connection through RCBC wall.

Remove temporary connection, plug hole in RCBC wall and remove existing sewer from existing RCBC.

NOTED
F. B. KLABOE

Location by station numbers:

2269+50

RECEIVED
JUL 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Material	$1,000.00
Labor	1,500.00
Equipment Rental	2,500.00
Total	$5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Excavation for RCBC extension revealed an existing sewer line through the existing RCBC and on down the ditch line. Re-establishing the sewer line, on a straight line between existing manholes is deemed necessary. Prior approval was obtained from the Division Engineer. Work commenced this date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,202,986.36	
Present estimate of project cost, including $5,000.00 for work under this order	$2,202,986.36	
Expected under-run / over-run amount	$0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approved: /s/ L. H. Young ✓ 7-11-68
[illegible]

SP*23577-734

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
MAY 17 1968
FOR FILE

F-221(13)

11 20

May 17, 1968

C. R. O'Neil and
Dorman Construction Company
2818 East 1st Street
Vancouver, Washington 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7130 for grading, paving, structure and signing on the Delena-Rainier Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc

Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Form E-206—5M

F-221(12)
7130

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] project agreement if [illegible] funds are requ[illegible]
G-1P
MAY 13 1968
Date
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Delena-Rainier
Date May 8 19 68
Highway Columbia River
Contract No. 7130
County Columbia
Prefix 5-1061
Contractor C. R. O'Neil & Dorman Const. Co.
F. A. Project No. F-221(12)
Address 2818 E. 1st St., Vancouver, Wash. 98661
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Slide Correction. In accordance with Article 102-3.16, State of Oregon, Standard Specifications for Highway Construction, 1964 Edition.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Standard E.W.O. rates for equipment, materials and labor.

Anticipated Total Cost - - - - - $37,500.00

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide correction work is anticipated but quantities unknown. Funds are provided in the Project Authorization.
Work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,202,986.36
Present estimate of project cost, including $ 37,500.00 for work under this order $2,202,986.36
Expected under-run / over-run amount . . . . $ 0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or

Approval Recommended: /s/ Gerald Wimer
Ass't. Division Engineer

Approved: /s/ L. H. Young

C File

RECEIVED
MAY 3 1968

UNITED STATES GOVERNMENT

Memorandum

F-221(12)

7130

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 COTTAGE ST NE SALEM, ORE 97301

DATE: MAY 6, 1968

In reply refer to: 08-35.2-EC

TO : MR. FORREST COOPER, STATE HIGHWAY ENGINEER
SALEM, OREGON

FROM : MR. R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT F-221(12)
DELENA-RAINIER
GRADING, PAVING, STRUCTURES AND SIGNING

AS REQUESTED IN MR. YOUNG'S LETTER OF MAY 3, 1968 ADVISING THAT ALL RIGHTS OF WAY OR RIGHTS OF ENTRY HAVE BEEN ACQUIRED FOR THE ABOVE PROJECT, WE HEREBY CONCUR AS OF MAY 1, 1968 IN THE AWARD OF CONTRACT NO. 7130 TO C. R. O'NEIL AND DORMAN CONSTRUCTION COMPANY OF VANCOUVER, WASHINGTON, LOW BIDDER IN THE AMOUNT OF $1,890,360.10 AT THE APRIL 25, 1968 BID OPENING.

NOTED
F. B. KLABOE

5-9-68
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

RECEIVED
MAY 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C

RECEIVED
JUN 21 1968
FOR FILING

F-221(12)

7130

May 3, 1968

Bids recd
Apr 25

C. R. O'Neil and
Dorman Construction Company
2818 East 1st Street
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on May 2, 1968, accepted your proposal for grading, paving, structures and signing on the Delena-Rainier Section of the Columbia River Highway in Columbia County for the sum of $1,890,360.10 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary utility crossing permits have been issued and approval of the Bureau of Public Roads is received.

These conditions were fulfilled and the State Highway Engineer later that same day awarded you the project which has been assigned Contract No. 7130. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

A portion of the work as stated in the contract shall be completed before October 15, 1968. All work to be done under the contract shall be completed before August 31, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry L. H. Young
Vernon Shull I. D. Merchant
Frank Morgan C. D. Matthis (SIAC)

C

RECEIVED
MAY 3 - 1968
FOR FILING
F-221(12)
7130

May 3, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of May 1, 1968 is requested in the award of contract for the Delena-Rainier Section, Project No. F-221(12).

The contractor receiving the award is C. R. O'Neil and Dorman Construction Co. in the amount of $1,890,360.10 with the Contract No. 7130 assigned. This bid was received on April 25, 1968 and awarded May 2, 1968.

All right of way or rights of entry have been acquired.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractors's operations, also, all necessary crossing permits have been issued for this project, see attached letter for numbers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

UNITED STATES GOVERNMENT

Memorandum

F-221(12)

7930

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 19, 1968

In reply refer to: 08-35-EC

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Div Engr, by E. J. Valach, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project F-221(12), Delena - Rainier Section
Rainier Drainage District Agreement

Pursuant to Mr. Sollis' April 17, 1968 request we find satisfactory the maintenance provisions of the subject agreement. The provisions of paragraph 6 of Things to be Done by the State seem to be adequately protected by paragraph 2 of Things to be Done by the District.

Our acceptance of the access provisions should not be construed as approval for Federal participation in any of this maintenance work.

4-24-68

REFERRED TO
Young - Morgan - Rohde
Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FORM ...
APR 16 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-221(12)

7130

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 12, 1968

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Construction of Fence along
Railroad Right of Way
Delena-Rainier Section
Columbia River Highway
Columbia County
Project No. F-221(12)

Gentlemen:

In your letter of April 5, 1968 you indicate that the State's construction plans for the above-captioned project are acceptable to the railroad except that you wish the fence along the northerly edge of the railroad right of way constructed by the State rather than by railroad forces.

This is to advise that the State will have this work performed by the contractor to whom this contract is awarded on either a price agreement or force account basis. The design for this fence will conform to that shown on our Standard Drawing No. 2085, and shall be constructed in conformance with Section 740 of our Special Provisions for this project.

This work will be done at State expense in conformance with Paragraph V.A.5 of the Railroad-State agreement dated May 31, 1967.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

TWL:ss

cc: R. E. Simpson (w/copy of SP&S letter)
F. B. Klaboe "
R. D. Asburry "
V. E. Shull "

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE F-221(12)

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem, OR 97301

DATE: April 3, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer, by E. J. Valach, District Engineer
Salem, Oregon

E J Valach

SUBJECT: Oregon Project F-221(12)
Delena - Rainier
Grading, Paving, Structures, and Signing

PS&E documents for the subject project have been reviewed and are hereby approved, effective today. You are authorized to advertise the project for bids. A signed copy of the Title Sheet is returned herewith. Mr. Young's April 1, 1968 request and certifying statements including compliance with current directives pertaining to flood plain data and nonsegregated facilities are accepted.

Utilities

Mr. Litchfield's March 27, 1968 Utility Status Report indicates that utility adjustments are involved but we understand the reimbursable work will be on a nonparticipating basis. We understand that you will certify that necessary arrangements have been made for proper coordination of such work. In accordance with the provisions of subparagraph 15d of PPM 30-4 you should furnish this office the serial numbers for permits issued to the appropriate utilities in your request for concurrence in award.

Right of Way

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained with relocation advisory assistance provided as indicated in Mr. Oakes' March 21, 1968 report except file no. 39735, Proctor. We understand this file is being negotiated for removal of equipment and upon completion of this negotiation condemnation will be filed on Mr. Proctor for the land. Waiver of the provisions of PPM 21-12(7c) for this file is approved as being in the public interest based on Mr. L. H. Young's letter of March 26, 1968 and Mr. Oakes' letter of March 21, 1968 stating that the State will have possession by June 1, 1968. The Special Provision advising the contractor of this nonavailability is satisfactory.

(more)

RECEIVED
APR - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Young Wilmes.
By Asst State Hwy. Engr.

copies to
Moldrine
Litchfield
4-10-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Miscellaneous Authorizations

Mr. Young's March 26, 1968 request for waiver of requirements of paragraph 14, PPM 21-6.3 involving the State's purchase of corrugated metal pipe now located on the job site is approved. It is understood this pipe will be installed as extra work on the subject project and it is noted that construction plans are properly noted for the three locations and marked "Extra Work". Participating cost of the pipe must be established at the time extra work order is submitted for approval.

After award concurrence, you are authorized to proceed with the contractor's flagging shown in your estimate in the amount of $5000.

Specifications

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Div. II Part 4 Structures (excluding Section 410) ...October 1967
Div. II Part 4 Structures Section 410...............October 1967
Asphalt Materials.................................March 1, 1968

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

The use of Article 330-3.22A Profile Index (Supp. Stds. 3-1-67) is approved for use on this project.

We accept Article 7-10 of the Special Provisions concerning Water Pollution Control measures as submitted by Mr. Klaboe's February 1, 1968 letter as being adequate pending approval by our Washington office.

Enclosure
Title sheet

[illegible]
MAR 27 1968

FOR FILING
F-221(12)
7130

1427

March 26, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Delena-Rainier Section
Project No. F-221(12)

Dear Sir:

We hereby request that the requirements of subparagraph 7c of PPM 21-12 relative to the contractor's working restrictions, immediate occupancy and use at the anticipated award date, be waived as being in the public interest for the above-mentioned project.

There is a portion of a parcel of land as shown on the attached sketch for this project about one and one-half acres in size which will not be available to the contractor on the anticipated award date. It is located south or to the right of Station 298. We anticipate having it in our possession and cleared by June 1, 1968.

The property involved is owned by W. E. Proctor and the rock crusher occupying the area is owned by Mr. Goodat. We have delayed filing condemnation on this property because we didn't want to be forced to purchase the rock crusher as personal property. The rock crusher is valued at about $500,000. We have now negotiated an agreement with Mr. Goodat which obligates him to remove his equipment at our expense of $75,000. The agreement has been signed but still remains in Mr. Goodat's attorney's hands. Upon receipt of the agreement we plan to file condemnation on Mr. Proctor for the land. Removal of the crusher will not be completed until after our April 25th bid opening, therefore, our specifications will state the contractor cannot have occupancy of this property until after June 1, 1968.

We feel it is in the public interest not to delay the contracting of this project longer, as all of the summer work season could not be utilized if it is postponed till our scheduled June 6th bid opening. No additional cost or delay is anticipated because of this right-of-way restriction although there may be a need for a time extension if the restriction is extended beyond June 1, 1968.

5-21

Attached are two copies of sketch map of the area involved. If further information is needed please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Attach.

cc: F. B. Klaboe
John Oakes
W. H. Haskins
C. G. Swenson
R. N. Chase

RECEIVED
MAR 27 1968
FOR FILING

F-221(12)

7130

March 26, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Delena-Rainier Section
Project No. F-221(12)

Dear Sir:

We hereby request that the requirements of paragraph 14 of PPM 21-6.3 which requires all material incorporated in a project be furnished by the contractor be waived as being in the public interest for the above-mentioned project.

The material involved is concrete pipe furnished by the contractor on the previous project, Delena-Rainier Section, Project No. F-221(11). The pipe is now at the job site but cannot be installed at this time as it would be damaged by heavy equipment during construction of the subject project. We plan to purchase the pipe as excess material from the present contractor and have it installed as extra work on the subject project. The participating cost of the pipe will be established at the time the extra work order is submitted for approval. The locations (3) where the work is to be done are noted on the construction plans and marked "extra work".

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb
cc: F. D. Morgan
C. G. Swanson
R. N. Chase
D. E. Swan

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

March 4, 1968
Salem, Oregon

SUBJECT: Delena-Rainier Section
Columbia River Highway
Revised Base Design

To: MEMO TO THE FILES

The original base design for this section anticipated the use of material in a roadway cut just westerly of the Goodat quarry site. Some doubts as to expected quantities in this cut have been proven by investigation and drilling. Only a possible 10,000 cu. yds. may be available.

This caused a re-examination of the State owned Delena quarry. Both marginal and quality rock are available at this site. Completion of recent drilling has confirmed quantities.

The revised base design (attached) calls for cement treated base with the Delena quarry as the source of material.

Sand equivalent and Oregon air degradation tests should be waived for the base material. Tests have proven the marginal material to be satisfactory for CTB. With only slight deviation from normal quarry operations, quality rock for A.C. will be uncovered by the time the CTB material and base material have been produced. This should be spelled out to all prospective bidders in the event they elect to use the Delena Quarry source.

→ S.E eliminated
Pass No. 40 raised to [illegible]
[illegible] max % raised to 11.5
J.T.D.

F. D. Morgan
Construction Engineer

By: G. L. Decker
G. L. Decker
Asst. Construction Engineer

GLD:ss
Attachment

RECEIVED
MAR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED REVISED

Page 1 of ___ Pages

Section DELENA - RAINIER Highway Columbia River (FAR 1) County Columbia Prefix 5-1475

Res. Engr. V. Shull Approx. Length 7.0+ Miles. Sta. 7053+ to Sta. ____ Date 2-21-68

Truck A.D.T. 573 Traffic Coefficient 9.4 18 kip s.a. per day 250 (Automobiles not considered.)

Annual Precipitation 65"+ Frost Penetration ---------.

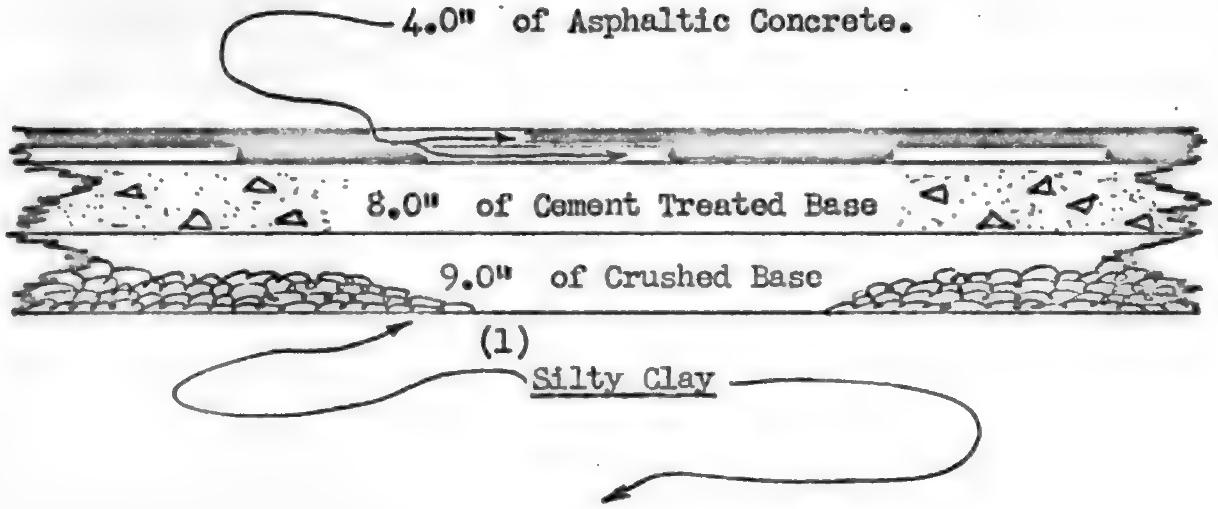
(1)
Typical Soil
36 LL
11 PI
100 %P 10
83 %P 200
0 %Gravel
7 %C Sand
10 %F Sand
50 %Silt
33 %Clay
6 "R" Value
([illegible])

AASHO CLASSIFICATION:

A-6 (9)

MATERIAL SOURCES:

To be determined
by the Engineer.



CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	14.5	8.0	C.T.B.
	9.0	9.0	Cr. Base
31.5	31.5	21.0	

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by C. J. Gregg
for Staff Assistant

Recommended by O A White
Engineer of Materials

Recommended by L. L. Archer
Construction Engineer

Approved by ____
~~Asst.~~ State Highway Engineer

DELENA - RAINIER
Columbia River Highway
Columbia County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	C.T.B.	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
8.0 - 9.0	3.5"	6.0"	- - -	10.5"	28.5"	20.0"
7.0 - 8.0	3.5"	6.0"	- - -	7.0"	25.0"	16.5"
6.0 - 7.0	3.0"	- - -	2.0"	13.5"	21.5"	18.5"
4.8 - 6.0	2.0"	- - -	2.0"	12.5"	18.5"	16.5"
Cars Only	2.0"	- - -	2.0"	7.5"	13.5"	11.5"
Private Road Approaches	- - -	- - -	3.0"W.S.	8.5"	11.5"	11.5"
"B" Line	4.0"	6.0"	- - -	12.5"	31.5"	22.5"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Cement Treated Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals.) = 0.8" Crushed Base

TRAFFIC ANALYSIS

SECTION: DELENA - RAINIER
HIGHWAY: Columbia River
COUNTY: Columbia

2800 Present ADT (1966)
15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	195	1.7	332	264	450	118,800
3	75	1.7	128	107	1000	107,000
4	11	1.7	19	15	1250	18,750
5	138	1.7	235	187	3180	594,660
6	0				2570	
				573	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 839,210
TWENTY YEAR EWL 16,784,200
TRAFFIC COEFFICIENT 9.4

SECTION: DELENA-RAINIER
HIGHWAY: Columbia River
COUNTY: Columbia

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type design.

CONCLUSION AND REMARKS:

No cost comparison made for this project due to lack of material that would meet P.C.C. specifications.

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 15 1967

F-221(12)
7130

December 14, 1967

1827

Bonneville Power Administration
PO Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Access to Power Line Easements
Delena-Rainier Section
Columbia River Highway
Columbia County
YOUR FILE: Tracts Nos. LR-16,
LW-381 & 382

Gentlemen:

Reference is made to your letter of August 25, 1967 in which you requested eight (8) prints of a drawing for the highway crossing of your power line easement on the subject project.

Access to your power line easement south of the highway can be made by use of the road approach at Highway Station 2130+90. A 16' gate in the fence between your easements on the Dyer property and the Bunker property will be constructed as part of the proposed subject project.

Eight (8) copies of sheet 6 of the preliminary plans on the subject project are enclosed for your use in preparing the crossing agreement. Upon completion of the agreement, forward it to this office for further handling.

Very truly yours,

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosure

cc: F. B. Klaboe
R. D. Asburry
J. L. Sollis
E. F. Saling
F. W. Sugnet

RECEIVED
DEC 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT

Memorandum

FOR FILING

F-22
7730

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 28, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-221(12), Delena-Rainer Section
Availability of right of way

Mr. Young's September 22, 1967 letter requesting a waiver of availability of right of way for the subject project was approved by our Regional office. Suitable special provisions will be required advising the contractor of this nonavailability.

10-2-67

REFERRED TO
Morgan
By Asst. State Hwy. Engr.

RECEIVED
SEP 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 2[illegible]
FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

F-221(12)
7130

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

DATE: September 25, 1967

In reply refer to: 08-35.EC-B-2
710.12

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Federal-aid Primary Program

Mr. Young's July 26, 1967 letter requested the inclusion of two projects in the subject program, which request was deferred by Mr. Young's August 4 and reinstated by his September 7, 1967 letter. These two Stage 2, Construction Phase projects are approved effective today:

Item	Project	Location	Work
471	F-221(12)	Delena-Rainer Section	Gr. Pave. 1 Struc.
472	F-205(16)	Klamath Falls-Green Springs Section	Gr. Pave. 3 Strucs.

On Item 471, F-221(12) Delena-Rainer Section, we reluctantly accept the typical section for the portion between Station 2205 to 2293 (Summit to Longview Bridge) as discussed with Mr. Barbee on July 28. This segment of 4-lane construction on a 2-lane design (ADT: 4700-1987) provides a passing zone on the 6.9% grade, and agrees with the criteria set out on page 272 of the Blue Book. In the future we would prefer full shoulders under similiar conditions.

This action provides for improvement on 8.71 miles of Federal-aid Primary highway at a total estimated cost of $4,941,000 of which $3,058,000 is reserved as Federal-aid Primary funds. This approval reduces your unprogrammed balance to $3,039,190.

orig to Young
copy to Morgan
9-28-67

RECEIVED
SEP 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 26 1967

Fred W. Hill, Member
Helix

F-221(12)
2130

September 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

1827

Delena-Rainier Section
Project No. F-221(12)

Dear Sir:

We hereby request that the requirements of subparagraph 6e of PPM 21-6.3 relative to the contractor's working restrictions, immediate occupancy and use at the anticipated award date, be waived as being in the public interest for the above-mentioned project.

There is a portion of a parcel of land as shown on the attached sketch for this project about one and one-half acres in size which will not be available to the contractor on the anticipated award date. It is located south or to the right of Sta. 298. We anticipate having it in our possession and cleared by December 1, 1967, and the specifications for the project will so state.

The property involved has a rock crusher plant on it which will take 6 weeks to move. We plan to file condemnation in the next few days as we have been unsuccessful in our negotiations to purchase the property. We have been actively negotiating and appraising this property for more than a year. The appraisals have been the main stumbling block.

We are quite anxious to advertise this project for bids to be received at our October 26, 1967 bid opening because we plan to have it completed in October 1968 (225 calendar workdays). Delaying the advertising for bids to be received at our next scheduled letting on December 14, 1967 will threaten this completion date and cause the project to be held over another winter. This one and one-half month period will be valuable as we have made two rock cuts available as a rock source with 160,000 cu.yds. of excess material. The contractor can utilize the good weather before the rains start to plan his job, move in, scalp the two rock cuts and be able to crush rock all winter.

No additional cost or delay is anticipated because of this right of way restriction although there may be a need for a time extention if the restriction is extended beyond December 1, 1967.

Attached are two copies of sketch map of the area involved. If further information is needed please advise.

Very truly yours,

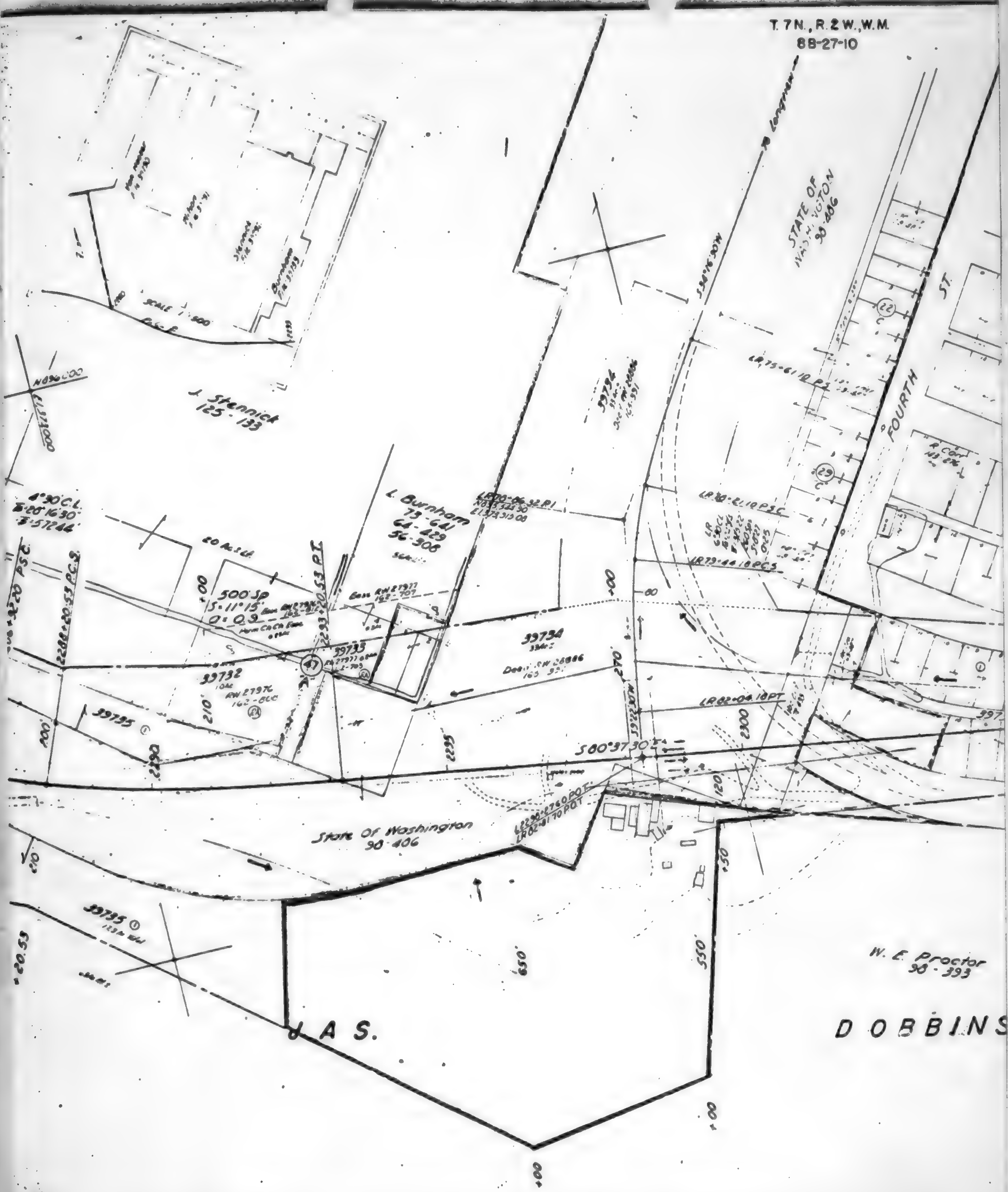
Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

cc: F. B. Klaboe
John Oakes
W. M. Haskins
C. G. Swenson
R. N. Chase


T. 7N., R. 2 W., W.M.
8B-27-10
To Longview
STATE OF WASHINGTON
90-406
FOURTH
ST.
22
29
LR 75+61.10 P.S.
LR 80+21.10 P.S.C.
LR 79+44.10 P.C.S.
LR 82+04.10 P.T.
39734
J. Stennick
125-133
SCALE 1"=500'
N 696000
E 1377000
4°30' C.L.
Δ=20°16'30"
T=572.44'
L. Burnham
73-641
64-429
56-308
LR 90+06.32 P.I.
20 Ac. ±
500' Sp
S=11°15'
O=0.9
Esm. RW 27977
163-707
39733
47
39732
RW 27976
162-800
39734
Deed RW 26886
165-391
39735
2280+20.53 P.C.S.
2293+20.53 P.I.
2295
2290
2300
S 00°37'30" E
State Of Washington
90-406
LE 290+27.60 P.O.T.
LR 82+81.70 P.O.T.
39735
650'
550'
W. E. Proctor
90-393
J A S.
D O B B I N S

RECEIVED
APR 23 1968

FOR FILING

F-221(12)
7130

August 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

On July 26, 1967, we submitted program action for two Primary projects, Items 471 and 472. We asked approval of Item 471, but requested you to defer action on Item 472 until the 1969 fiscal year funds became available.

We now request you to defer action on Item 471, as the funds are needed for bond maturity collections.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

RECEIVED
AUG 16 1967

FOR FILING

~~[illegible]~~

Fred W. Hill, Member
Salem

July 26, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two Primary Projects, Items 471 and 472, which we desire to have included in the Federal-Aid Primary Highway Program.

In view of the fact our unprogramed balance of primary funds will not allow you to approve both items, we request your program approval of Item 471, Project F-221(12) and request you defer program action on Item 472, Project F-205(16) until such time as the 1969 fiscal year funds become available for programming.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:elh

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR

(PPM 21

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 30 Rainier W. 6.24 Mi. 21 65	**ADT**	PRESENT 2,700 6,800	FUTURE 4,700 11,600 (66) (70)
					YEAR 87 (71) (7

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave. 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74) (7

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. P
		FEDERAL-AID 1

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK		STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COS	
				CLASS	TYPE				TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		US 30 Rainier West 6.24 Miles (Delena-Rainier Section)			
5					**ROW**					
5					**CONST** (CODE)			6.24	2,050,000	1,291,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	6.24	2,050,000	1,291,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 2,700 6,800	FUTURE 4,700 11,600 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 471 (14) (18)

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F- 14 23	NUMBER 221(12) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Columbia	CODE 009 (14) (16)				PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL-AID 1 (32)	STATE 2 (36)	U.S. (37) 30 (41)		

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Gr., Dr.; 2-12' lanes H.T. pave. with 8' shldrs. (2.99 mi.) 4-12' lanes H.T. pave with 4' to 10' shldrs and 2' to 4' median (3.25) frontage road 20'. 1 RCDG U'xing length 237' H.C. 44'. ROW- 160' min.; Access Control- Partial; Parking Restrictions- Partial
6.24	2,050,000	1,291,000	759,000		
6.24	2,050,000 (16) (23)	1,291,000 (24) (33)	759,000		

REMARKS

Additional Data: Item 312, Project F-221(7) PE (withdrawn) and Item 466, Project F-211(11).

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
JUL 31 1967

23401-734

~~FOR FILING~~

F-221(-21)

7130

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 21, 1967

SUBJECT: Assignment FBK 1827

1827

To: F. B. Klaboe
Assistant State Highway Engineer
BUILDING

The proposed redesign of the intersection of the Lower Columbia River Highway at Wonderly Road as outlined in Mr. Wimer's letter is not justifiable on the basis of present accident data.

We have studied this matter before and have been unable to conclusively prove that the construction of a S-curve, which is required for the right angle intersection, is any safer than the skewed intersection. Contrary to the items listed in Roger Trygstad's letter, the S-curve introduces sign problems with respect to visibility of the "STOP" sign, and it certainly introduces undesirable horizontal curvature.

It is the recommendation of this office that the design remain as is shown on the original construction plans. We have a considerable number of intersections of this design operating throughout the state and have not experienced any great difficulty with them.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

NOTED
F. B. KLABOE

Copies to Morgan, George 7-28-67
w/note to Morgan:
As recommended by Traffic, construction as planned.
FBK

RECEIVED
JUL 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1967

SUBJECT: Skew Intersections
Delena-Rainier Section
Columbia River Highway

To: Mr. Frank D. Morgan
Construction Engineer
Department

REFERRED TO
A. Olson
By Construction Engineer

The proposed skew intersections for the old highway at Station 2103+71.82 and for Wonderly Road at Station 2214+05 on the subject section as shown on the attached sketches will have some undesirable traffic characteristics as described in the attached July 3rd report from Division Traffic Engineer Roger Trygstad. In addition to these undesirable traffic characteristics some difficult stage construction will be required.

It is recommended that before the surfacing for this section and the grading of these intersections is contracted this Fall that these intersections be redesigned to a right-angle crossing of the new facility. The preferable location for such is shown in red on the drawings. This will involve the purchase of some additional right of way.

Other reasons for considering this change are: (1) To conform to the recently issued directive of reviewing projects for traffic safety improvement. (2) Because we have been having operational difficulties with other intersections on this highway, we should not start out with a sub-standard facility. The traffic increase on this highway, both that which has already occurred and that that is going to occur, also necessitates the better treatment.

R. D. Asburry
Division Engineer

By

Gerald W. Wimer
Assistant Division Engineer

GWW/bdr
Attach.
cc: Vern Shull

RECEIVED
JUL 1 1967
CONSTRUCTION
DIVISION

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

E
Morelock
Trout
Scott
Wylie
Litchfield
2 Olson

FORM E-10 30M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1967

SUBJECT: Intersection Design
Delena-Rainier Section
Columbia River Highway

To: Mr. Gerald Wimer
Assistant Division Engineer
Office

This morning you were asking me about Skew Intersection Design versus Right Angle Intersection Design. You were interested primarily in the intersection at Station 2104 on the subject project.

As I indicated to you at that time, I favor the Right Angle Design. It has the disadvantage of a curve on the side road just prior to the intersection.

The following are some advantages to the Right Angle Design:

1. A Right Angle Intersection is more easily understood by the motoring public. The numerous legs of a Skew Intersection can cause confusion.
2. The stopping angle creates a better sight distance. A Skew Intersection creates a bad angle of intersection.
3. The Right Angle Intersection is easier to sign particularly for vehicles on the side road.
4. The Right Angle Crossing forms a shorter distance for vehicles that must cross the highway.
5. The Right Angle Intersection actually creates two less intersections than the Skew Intersection as shown in the plans.

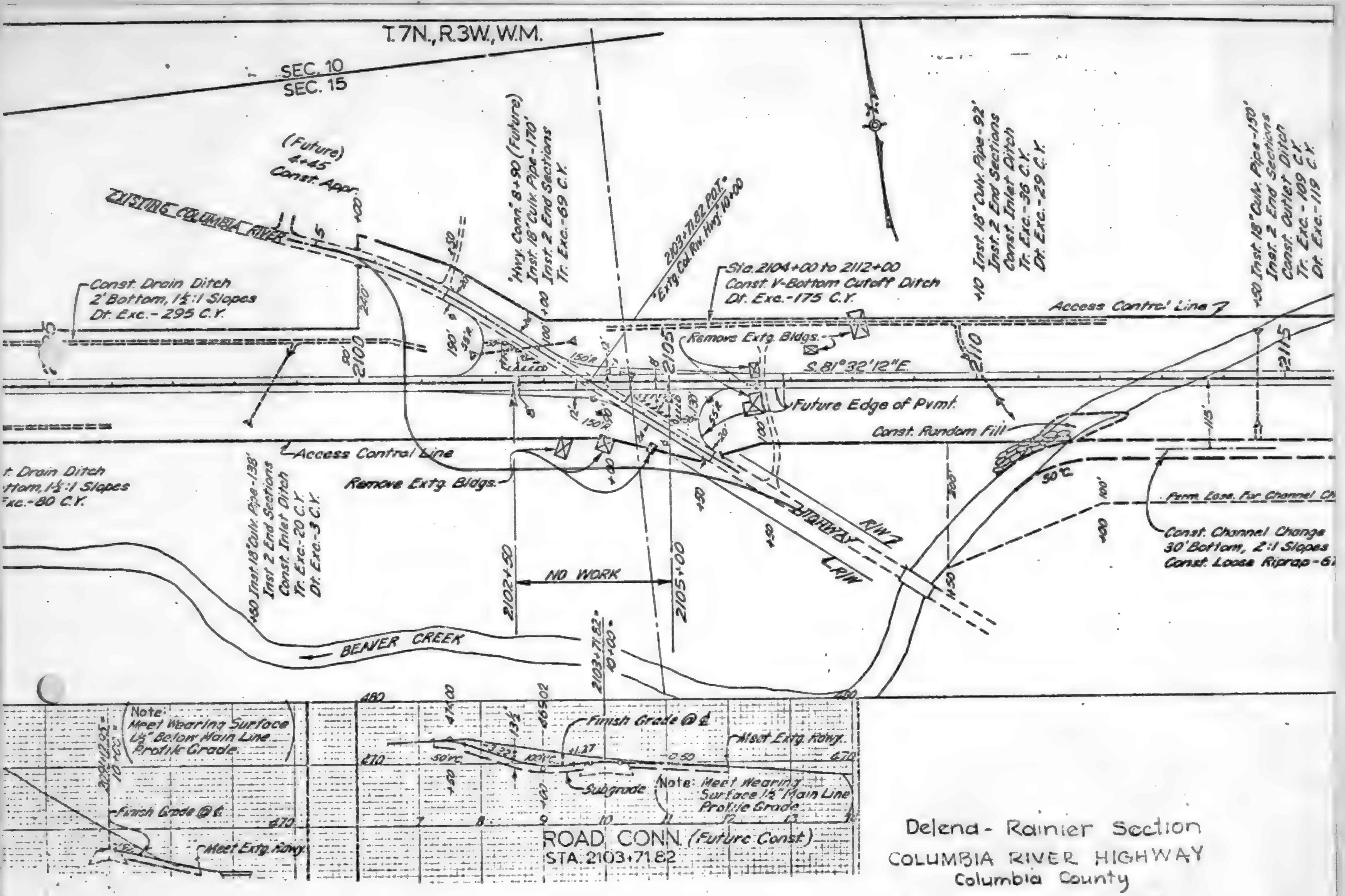
A further disadvantage to the Skew Intersection is that there will be a conflict between a vehicle turning left off of the highway and a vehicle on the side road. A stop sign would be necessary to control one of these movements, and the storage distance is only enough for about one vehicle.

The Right Angle Design does require more right of way and a little more construction.

R. D. Asburry
Division Engineer

By Roger Trygstad
Roger D. Trygstad
Division Traffic Engineer

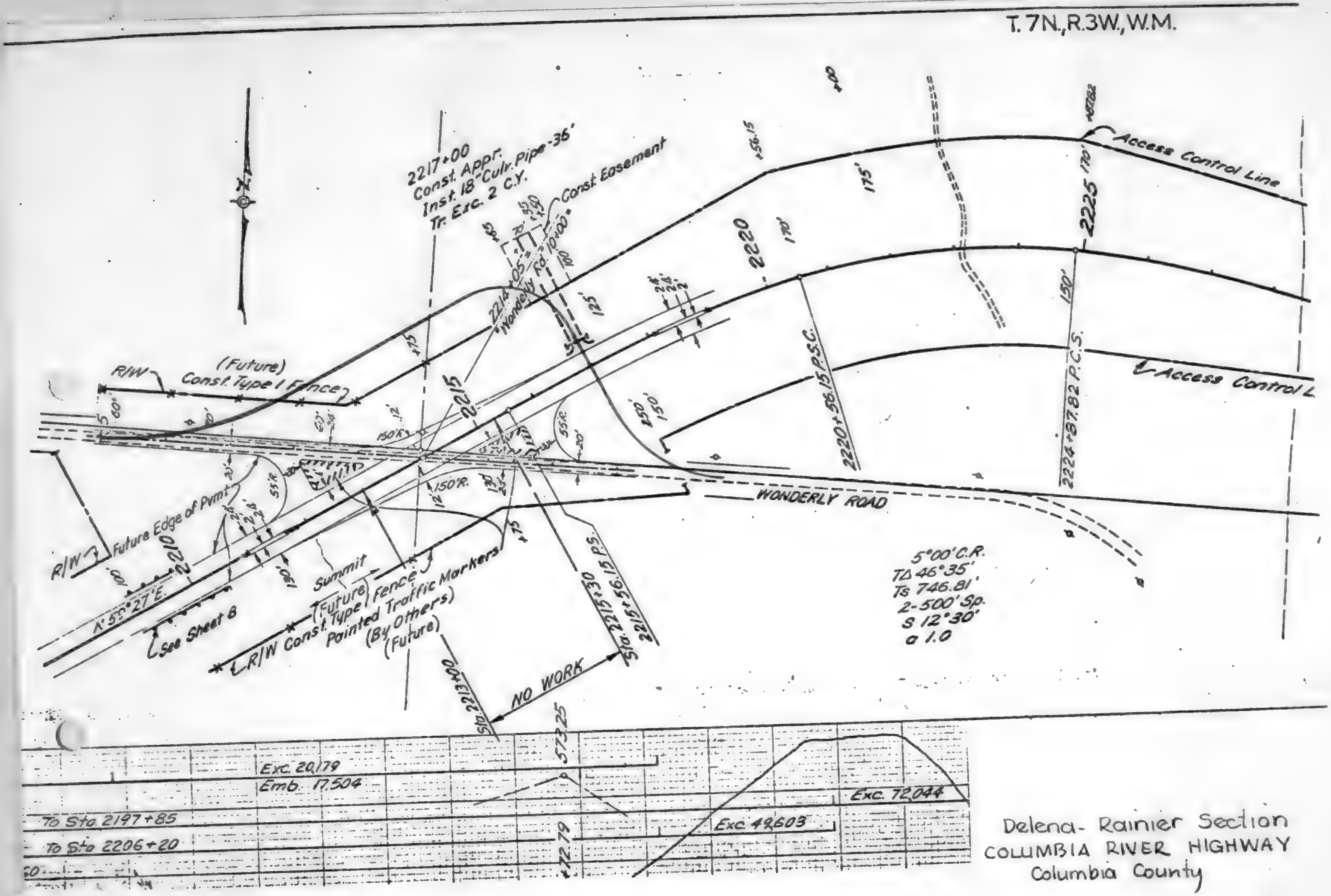
RDT:vr


T.7N., R.3W., W.M.
SEC. 10
SEC. 15
(Future) 4+45 Const. Appr.
EXISTING COLUMBIA RIVER
+00
+50
"Hwy. Conn." 8+90 (Future) Inst. 18" Culv. Pipe-170' Inst. 2 End Sections Tr. Exc.-69 C.Y.
2103+71.82 P.O.T. "Extg. Col. Riv. Hwy." 10+00
Sta. 2104+00 to 2112+00 Const. V-Bottom Cutoff Ditch Dt. Exc.-175 C.Y.
+10 Inst. 18" Culv. Pipe-92' Inst. 2 End Sections Const. Inlet Ditch Tr. Exc.-36 C.Y. Dt. Exc.-29 C.Y.
+50 Inst. 18" Culv. Pipe-150' Inst. 2 End Sections Const. Outlet Ditch Tr. Exc.-109 C.Y. Dt. Exc.-119 C.Y.
Const. Drain Ditch 2' Bottom, 1½:1 Slopes Dt. Exc.-295 C.Y.
Access Control Line
2100
2105
2110
2115
220'
90'
190'
150'R
100'
12'
Remove Extg. Bldgs.
S. 81°32'12"E.
Future Edge of Pvmt.
Const. Random Fill
Access Control Line
t. Drain Ditch ottom, 1½:1 Slopes Exc.-80 C.Y.
+50 Inst. 18" Culv. Pipe-138' Inst. 2 End Sections Const. Inlet Ditch Tr. Exc.-20 C.Y. Dt. Exc.-3 C.Y.
Remove Extg. Bldgs.
2102+50
NO WORK
2105+00
HIGHWAY
R/W
R/W
200'
50'C.
100'
+00
+50
Perm. Ease. For Channel Ch
Const. Channel Change 30' Bottom, 2:1 Slopes Const. Loose Riprap-6
BEAVER CREEK
2103+71.82 = 10+00
480
470
2091+12.95 = 10+00
Note: Meet Wearing Surface 1½" Below Main Line Profile Grade.
Finish Grade @ ℄
Meet Extg. Rdwy.
47.00
13½
465.02
+50
+00
50' V.C.
100' V.C.
-3.22%
+1.37
-0.50
Finish Grade @ ℄
Meet Extg. Rdwy.
Subgrade
Note: Meet Wearing Surface 1½" Main Line Profile Grade.
7
8
9
10
11
12
13
ROAD CONN. (Future Const.)
STA. 2103+71.82

Delena - Rainier Section
COLUMBIA RIVER HIGHWAY
Columbia County

PROPOSED REVISION OF
CONNECTION TO EXISTING HIGHWAY
NEAR ALSTON

July, 1967



Delena- Rainier Section
COLUMBIA RIVER HIGHWAY
Columbia County

PROPOSED REVISION OF
WONDERLY ROAD CONNECTION

RECEIVED
DEC 13 1967

FOR FILING
F-221(12)

7130

Agenda
1f

Salem, Oregon
March 16, 1967

File No. 39734 - R/W 28886
Delena-Rainier Section
Columbia River Highway
Columbia County

Mr. G. E. Rohde
Chief Counsel
BUILDING

877
919

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling are three fully executed copies of an agreement with the State of Washington covering land on the above-mentioned property.

A conformed copy of this agreement has been retained for the Commission's files.

Floyd Query, Secretary

lmr
Att. (3)

RECEIVED
MAR 2 - 1967
FOR FILING

F-221(12)

7130

877
919

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

1889

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

cc Johnson
Morgan
Monkeirig
3-1-67

NOTED
F. B. KLABOE

February 28, 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

C.S. 0805 (833) Transfer of
Land at South Approach to Longview
Bridge, D 10.25-d

Attention: Mr. F. B. Klaboe

Dear Fred:

With reference to your letter of February 23, 1967 and to our telephone conversation of this date, I understand that the agreements which have been consummated by the State of Washington were forwarded to you from our Headquarters'office on February 23, 1967. Unfortunately, a copy of the transmittal letter was not sent to me and,consequently,I was not aware of the transmittal until today.

I sincerely hope that you have not been inconvenienced by the delays in returning these instruments to you and I appreciate your patience. I would also like to extend my appreciation for the excellent exchange of communication concerning the problems on I-205. Your office and Mr. Johnson's office have been very helpful to us in this regard.

Very truly yours,

WaBulley

W. A. BULLEY, P.E.
District Engineer

WAB:am

c.c. - Mr. J. Arnold Cobley

RECEIVED
1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1966
FOR FILING

F-221(12)
7130

August 30, 1966

Mr. Walden Stout
Duffy, Stout and Georgeson
Law Offices
1404 Standard Plaza
Portland, Oregon 97204

877
919

Dear Mr. Stout:

Reference is made to your letter of August 24 concerning a right-of-way transaction between the Washington State Highway Commission and the Oregon State Highway Commission covering a 32-acre parcel of land south of the Longview-Rainier Bridge across the Columbia River.

The two Commissions have agreed to the transaction as stipulated in the Longview Daily News. It is our understanding that it has been approved in final form by the Washington State Highway Commission and will be forwarded to us for final approval by our Commission in the very near future.

As to the possibility of private individuals acquiring a portion of the property, we would have to know more details before being able to answer your inquiry.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (4002)
David H. Moehring

LAW OFFICES OF
DUFFY, STOUT & GEORGESON
1404 STANDARD PLAZA
PORTLAND, OREGON 97204

CHARLES P. DUFFY
WALDEN STOUT
DONALD J. GEORGESON
JOYLE C. DAHL
EDWIN C. LAGERQUIST

4002
AUG 25 66

August 24, 1966

REFERRED TO
admin
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In the issue of the Longview Daily News, Longview, Washington, dated August 16, 1966, there appeared an article stating that "The Washington State Highway Commission agreed Monday to sell a 32-acre parcel of Oregon land adjoining the Longview-Rainier Bridge approach to the State of Oregon.....", for the price of $7,500, including an agreement by the State of Oregon to maintain all of the Oregon approach except the bridge structure itself.

It is not clear from this article whether this transaction has been completed or whether it is simply in the negotiation stage, or possibly subject to administrative approval in one or both states. In any event, we have a client who is interested in acquiring at least a portion of this land and if the sale has not been completed, we would like to be so advised. In the event the transaction has been consummated, we would appreciate your advising us whether portions of the land can be acquired by individuals or firms located in Oregon and interested in the property.

Your prompt response to this inquiry will be very much appreciated.

Very truly yours,

Walden Stout

WS:jan

RECEIVED
AUG 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2[illegible] 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1966
FOR FILING
F-221(12)
7130

A

Cooper
Porter

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

NOTED
FORREST COOPER

July 25, 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer
State of Oregon
Department of Highways
Salem, Oregon

NOTED
R. E. PORTER
R. B. KLABOE

C.S. 0805 PSH #12 (833)
South Approach to Longview Bridge
D 10.25-d

Dear Sir:

Reference is made to your letter of July 15, 1966 concerning transfer to the State of Oregon of 15 acres of property owned by the State of Washington south of the Longview Bridge in exchange for Oregon taking over maintenance of the roadways south of the bridge.

I have been advised that this proposal will formally be submitted to the Washington State Highway Commission for their consideration at the August meeting which is scheduled to commence on August 15th.

I am certain that you will be advised of the decision of the Commission at an early date following conclusion of their meeting.

Very truly yours,

WaBulley

W. A. BULLEY, P.E.
District Engineer

WAB:am

c.c. - Mr. W. E. McKibben
Mr. J. B. Bates

RECEIVED
JUL 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1966
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
JUL 19 1966
FOR FILING

F-221(12)

7130

July 15, 1966

Mr. W. A. Bulley, P. E.
District Engineer
Washington Department of Highways
Vancouver, Washington

877

Dear Mr. Bulley:

Re: State of Washington Property
South of Longview Bridge

Reference is made to recent conversations and your letter of July 6 concerning the desire of the Washington Department of Highways to dispose of all property owned by the State of Washington south of Water Street near the town of Rainier, Oregon.

The State of Oregon has already negotiated for the acquisition of about half of this property. We will recommend to our State Highway Commission that they enter into an agreement with the State of Washington to assume maintenance of all of the highway fill now maintained in Oregon by Washington. The agreement would further stipulate that the State of Washington would continue to maintain the entire Longview Bridge.

In exchange for the State of Oregon assuming maintenance as outlined above, we would expect the State of Washington to convey to the State of Oregon all that right-of-way south of Water Street not now being negotiated for between the two States.

If this is agreeable to you, please advise and we will draw up the necessary descriptions and agreements and forward them to you. I enclose two copies of a map outlining the proposal described above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
D. H. Moehring
R. D. Asbarry

Enclosures
FBK:bg

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

1889

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

Routing
rgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 11 1966
CONSTRUCTION
DIVISION

NOTED
F.B. KLABOE

RECEIVED
[illegible]
STATE HIGHWAY [illegible]

July 6, 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer
State of Oregon
Department of Highways
Salem, Oregon

Consultant Agreements
D .0470-b

Dear Sir:

I appreciated the opportunity to discuss with you last Friday the land which is owned by the State of Washington and which lies south of the Longview Bridge adjacent to the right of way. As you recall, we discussed the possibility of disposing of the land to the State of Oregon and also the possibility of the State of Oregon taking over maintenance of the section of roadway south of the south end of the Longview Bridge. We trust we will hear of your decision concerning this matter in the near future.

You mentioned your interest in receiving a copy of our standard agreement form for engineering services performed by a consulting engineer. I am attaching herewith a copy of that form for your information. If you have any questions concerning the form or if we can be of further help in this matter, please feel free to contact this office.

Very truly yours,

WaBulley

W. A. BULLEY, P.E.
District Engineer

WAB:am
Enc.

c.c. - Mr. G. H. Andrews

RECEIVED
JUL 8 1966
OREGON
STATE HIGHWAY [illegible]

305-1708 Clatskanie (4th St.) Sec. 1968
City Street
#7131 (Grad. & Pav.)

C&A 3246

FORM 2-123X 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED [illegible], MEMBER
PENDLETON

RECEIVED
OCT 14 1968
FOR FILING

305-1708

7131

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 11, 1968

NOTED
F. B. KLABOE

Honorable J. D. Pusey
The Mayor
P.O. Box 248
Clatskanie, Oregon 97016

Dear Mayor Pusey:

Your inquiry regarding Invoice 96653 covered two bid items in Contract 7131 with Poysky Construction Company for the improvement of Fourth Street in Clatskanie under the Special City Allotment program. These two items were included in our estimate of February 27, 1968 (copy attached), although we had estimated these particular items to be considerably lower than that bid by Poysky Construction Company. On April 25, 1968, Poysky Construction Company submitted a total bid of $25,301 for this project which was an acceptable bid as it was lower than our estimate of $27,351 for the total of bid items.

Bid item No. 1, Temporary protection and direction of traffic, is a relatively new bid item which the Highway Commission has had to initiate in all contracts to protect itself, its employees, and participating local governments as a result of a recent rash of large damage suits. This item as covered under the Special Provisions of Contract 7131, pages 5 through 9, fully places all responsibility upon the contractor.

Bid item No. 6, Watering, is a necessary item for the proper compaction and preparation of the roadbed and is paid for at the contract unit price per 1,000 gallons (M-gals.) for which the contractor is fully compensated and which includes furnishing and developing the water supply, and hauling and applying the water.

We hope this explanation answers your inquiry. Should you have further questions, please feel free to contact this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Field Engineer

RECEIVED
OCT 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RU:eb
Enc.
bc F. B. Klaboe (w/attach.) L. H. Young (w/attach.)
C. H. Maison " R. D. Asburry "
F. D. Morgan "

CITY OF CLATSKANIE, OREGON
CLATSKANIE, OREGON

REFERRED TO
[illegible] Div.
BY SECRETARY

October 9, 1968

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Reference is made to your invoice No. 96653 and the copy of contract payment voucher attached:

First item on the voucher, covering temporary protection and direction of traffic in the amount of $1,100.00, seems exhorbitant to us. With our permission the street was blocked off, and residents normally using that street used an alternate route to and from their homes. No flagmen were needed and no directing of traffic necessary. If this was in the original estimate, we feel it should be deleted.

With regard the charge for watering in the amount of $748.00, could you tell us how much of that amount was for the water itself and how much for its distribution?

We would appreciate a reply at an early date.

Very truly yours,

CITY OF CLATSKANIE

By J. D. Puzey
J. D. Puzey
Mayor

copies to: F.B. Klaboe
C.H. Maison
F.D. Morgan
L.H. Young
R.D. Asborry

RECEIVED
OCT 10 1968
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
OCT 10
HIGHWAY ACCOUNTING DIV.

Unrein

NOTED
RICHARD UNREIN

RECEIVED
OCT 10 1968
OREGON
STATE HIGHWAY COMMISSION

NOTED
DON HARWELL

Fred Hill, Member
Holix

NOTED
H. S. COX

February 27, 1968

Honorable J. D. Puzey
The Mayor
City Hall
Clatskanie, Oregon 97016

Dear Mayor Puzey:

The following is the estimated cost for improving the 1967 Special City Allotment project on Fourth Street:

Bid Items	Unit	Gross	Price	Cost
Temp. protection & direction of traffic	all	all	$ --	$ 500.00
Clearing & grubbing	all	all	--	500.00
General excavation	c.y.	3,990	1.35	5,386.50
Finish roadbed & slopes	mile	0.20	1,500.00	300.00
Trench Excavation	c.y.	120	4.00	480.00
Watering	M-gals.	70	5.00	350.00
3/4"-0 material in base	c.y.	330	3.95	1,303.50
Stone base	c.y.	2,800	3.75	10,500.00
Class "B" asphalt concrete	ton	636	10.00	6,360.00
12" culvert pipe	lin. ft.	170	4.00	680.00
18" " "	lin. ft.	110	5.50	605.00
24" " "	lin. ft.	14	9.00	126.00
Adjust manholes	ea.	1	100.00	100.00
Extra for a.c. concrete approaches	ea.	4	40.00	160.00
			Total	$27,351.00
Anticipated Additional Items:				
Flagging				200.00
Permanent signing				100.00
			Total	$27,651.00
Engineering & contingencies (14½%)				4,009.40
			Total	$31,660.40
Estimated City share of preliminary engineering				294.60
			TOTAL	$31,955.00

Please keep this estimate confidential. This project is presently scheduled for our April 25, 1968, bid opening.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By: Richard Unrein
Field Engineer

3-5-67 11:30AM
Called Mr. Pascoe, City Recorder —
He said price was ok with City
Informed Turner & Sandee

RU:cb
bc: R. S. Asburry

NOTED

CLATSKANIE (4th. STREET) SECTION

CITY STREET

COLUMBIA COUNTY

State Project
0.20 mi. Grading and Paving

Bids Received April 25, 1968

1.	All Specified	Temporary Protection and Direction of Traffic		$ 500.00	1,100.0
2.	All Specified	Clearing and Grubbing		500.00	600.0
3.	3,990 cu.yds.	General Excavation, Unclassified	$ 1.35	5,386.50	3,990.0
4.	0.20 mile	Finishing Roadbed and Slopes	1,500.00	300.00	3,000.00
5.	120 cu.yds.	Trench Excavation	4.00	480.00	360.00
6.	70 M-gals.	Watering	5.00	350.00	1700.00
7.	330 cu.yds.	3/4" - 0 Material in Base	3.95	1,303.50	1,320.0
8.	2,800 cu.yds.	Stone Base	3.75	10,500.00	5,600.0
9.	636 tons	Class "B" Asphalt Concrete	10.00	6,360.00	6,201.0
10.	170 lin.ft.	12-inch Culvert Pipe	4.00	680.00	680.0
11.	110 lin.ft.	18-inch Culvert Pipe	5.50	605.00	660.0
12.	14 lin.ft.	24-inch Culvert Pipe	9.00	126.00	140.0
13.	1 only	Adjusting Manholes	100.00	100.00	150.0
14.	4 only	Extra for A.C. Conc. Approaches	40.00	160.00	800.0
		For Comparison of Bids		$27,351.00	$25,301

7.5% UNDER

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$27,351.00	25,301.00
Anticipated Additional Items:			
Flagging	$200.00		
Signing (Perm.)	100.00		
		300.00	300.00
		$27,651.00	25,601.00
Engr. & Cont. (14½%)		4,009.40	3,712.15
Estimated Net Authorization, Constr.		$31,660.40	$29,313.15

264.85

29,578.00
25,000.00
4,578.00
OR SAY
$4,580

4,313.15 × 1800 = 264.85
29,313.15

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 96653

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-4-68	CC 1141	NOTED H. S. COX	305-11[illegible]-095 $[illegible].67 305-1[illegible]-095 $4,3[illegible]9.26

City of Clatskanie
PO Box 716
Clatskanie, Oregon 97016

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: [illegible], City Recorder			
Final billing: Special City Allotment project on Fourth Street, Contract. 7131. Covered by agreement dated January 30, 1967.			
ADVANCE DEPOSIT			4,580.00
As per attached statement:			
Final Cost		79,647.93	
Agreed State share		75,000.00	
Agreed City share			4,647.93
Balance Due			67.93

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $..................
By..................

NOTED
RICHARD UNREIN

NOTED
MAINCR C. HOLMES

RECEIVED
OCT 7 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON FARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT Date October 3, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1967

Contract # 7131 Prefix 305-1708 Survey Prefix 305-1492

Street Fourth Street

City Clatskanie

Payments to Contractor..(See attached voucher.)	$25,805.07
Engineering and Contingencies........................	3,594.19
*Survey...Total: $1,661.78 Pro-rata Share........................	248.67
TOTAL............	$29,647.93
Agreed State Share	25,000.00
Agreed City Share	$ 4,647.93
City Advance Deposit	$ 4,580.00
BALANCE DUE STATE	$ 67.93

Reference: Outside Billing oc-1141

$$\frac{\text{*Construction costs over \$25,000} = \$\ 4,399.26}{\text{Construction costs} = \ 29,399.26} \times \$1,661.78 = \$248.67$$

Portion of preliminary engineering charged to project = $248.67

NOTED
P. B. Aronsmeier

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

RU:mm

NOTED
HAROLD

NOTED
DON HARWELL

Fin

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: CULUMBIA

HIGHWAY: CITY STREET /4TH/ CLATSKANIE

SECTION: CLATSKANIE 4TH STREET GRADING AND PAVING

CONTRACT NO.: 7131

ESTIMATE NO.: 3 Fin

FEDERAL AID PROJECT NO.:

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	TEMPORARY PROTECTION AND	DIRECT OF TRAF	LUMP SUM	1,100.0000	1.000
002	CLEARING AND GRUBBING		LUMP SUM	600.0000	1.000
003	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.0000	3,093.700
004	FINISHING ROADBED AND	SLOPES	MILE	15,000.0000	.200
005	TRENCH EXCAVATION		CU YDS	3.0000	182.560
006	WATERING		M-GALS	10.0000	74.800
007	3/4IN-0 MATERIAL IN BASE		CU YDS	4.0000	430.000
0[illegible]	STONE BASE		CU YDS	2.0000	2,980.000
009	CLASS B ASPHALT CONCRETE		TONS	9.7500	634.430
010	12-INCH CULVERT PIPE		LIN FT	4.0000	36.000
011	18-INCH CULVERT PIPE		LIN FT	6.0000	166.000
012	24-INCH CULVERT PIPE		LIN FT	10.0000	76.000
013	ADJUSTING MANHOLES		ONLY	150.0000	1.000
014	EXTRA FOR A C CONC	APPROACHES	ONLY	200.0000	4.000

DATE: 8/1/68 7131	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO.: 2156	% RETAINED ON CONTRACT ITEMS
CHECKED BY: CP/[illegible]	FORCE ACCOUNT
ENGINEER OR AUDITOR: Vernon E. Thull	TOTAL PAYMENTS

CONTRACT NO. 7131

ESTIMATE NO. 3 Final *Final*

PREFIX NO'S 305-1708-204 (41) 1,265.05 Dr.

FEDERAL AID PROJECT NO.

/4TH/ CLATSKANIE

TH STREET GRADING AND PAVING

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	1,100.0000	1.000	1,100.00	1,100.00	
LUMP SUM	600.0000	1.000	600.00	600.00	
CU YDS	1.0000	3,093.700	3,093.70	3,093.70	
MILE	15,000.0000	.200	3,000.00	3,000.00	
CU YDS	3.0000	182.560	547.68	547.68	
M-GALS	10.0000	74.800	748.00	748.00	
CU YDS	4.0000	430.000	1,720.00	1,720.00	
CU YDS	2.0000	2,980.000	5,960.00	5,960.00	
TONS	9.7500	634.430	6,185.69	6,185.69	
LIN FT	4.0000	36.000	144.00	144.00	
LIN FT	6.0000	166.000	996.00	996.00	
LIN FT	10.0000	76.000	760.00	760.00	
ONLY	150.0000	1.000	150.00	150.00	
ONLY	200.0000	4.000	800.00	800.00	
TOTAL CONTRACT ITEMS			25,805.07	25,805.07	
% RETAINED ON CONTRACT ITEMS				1,265.05	1,265.05
FORCE ACCOUNT					
TOTAL PAYMENTS			25,805.07	24,540.02	1,265.05

C

RECEIVED
AUG 6 - 1968
FOR FILING

305-1708

7131

August 6, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7131 awarded to Poysky Construction Company for grading and paving in the city of Clatskanie on 4th Street in Columbia County was completed on July 3, 1968, and accepted by the Highway Commission on August 5, 1968.

Final payment in the amount of $1,265.05 will be released to the contractor after August 13, 1968. The total contract amount is $25,805.07 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Poysky Construction Company
P. O. Box 515
Clatskanie, Oregon 97016

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 6 - 1968
FOR FILING

305-1708
7131

August 6, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 3, 1968, on Contract No. 7131. The contract was with Poysky Construction Company and was for grading and paving on 4th Street in the City of Clatskanie in Columbia County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 5, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Floyd Query
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb ca

305-1708
7131

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Clatskanie (4th St.)	WEEK ENDING: July 20,1968	SECTION PREFIX: 305-1708
HIGHWAY: City Street	COUNTY: Columbia	
NAME OF JOB: Clatskanie (4th St.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Poysky Const. Co.	CONTRACT NUMBER: 7131	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 2,1968	DATE WORK STARTED: May 14,1968	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 60	WORK DAYS USED: CALENDAR DAYS USED: 50
PROJECT AUTHORIZATION: $ 29,313.14	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 83
EXCLUSIVE OF ENGINEERING: $ 26,753.04	ENGINEERING AUTHORIZATION: $ 2,560.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 25,817.87	ENGINEERING COST TO DATE: $ 2,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT UNDERRUN: 3.6 %	PERCENT OF AUTHORIZATION: 113 %	DATE PROJECT WAS COMPLETED: July 3,1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.20	0.20			0.20
MILES PARTIALLY COMPLETED	0.20	0.20			0.20
MILES COMPLETED	0.20	0.20			0.20
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,990cy	3,100cy			630 ton
TOTAL QUANTITIES CORRECTED TO DATE	3,094	3,410			634
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,094	3,410			634
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	

REMARKS

The Semi-Final was completed Wednesday and delivered to the Division Office Thursday.

This is the final report.

SIGNED Vernon E. Shull LOCATION Rainier

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Contract # 7131

CITY OF CLATSKANIE, OREGON
CLATSKANIE, OREGON

July 12, 1968

Mr. Vernon E. Shull
Resident Engineer
Oregon State Highway Dept.
P. O. Box 530
Rainier, Oregon

NOTED
H. S. COX

Dear Sir:

In response to your request, you may consider this our acceptance of the construction project on 4th Street in Clatskanie and the costs indicated by you.

Very truly yours,

CITY OF CLATSKANIE

By

J. D. Puzey
Mayor

CC: Constr. Office
Office Engrs
County-City

NOTED
P. B. Arensmeier

RECEIVED
JUL 25 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON H [illegible]

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

5CA

7-3-68

Project Name Fourth Street Contract No. 7131

Highway Clatskanie City Street Prefix No. 305-170[illegible]

County Columbia F. A. No. ____

Final inspection made on July 3, 1968 By Gerald Wimer

in company with Vern Shull, Resident Engineer; Chet Jenks, Inspector;

Jerry Puzey, Mayor; and Clair Fogel, Councilman.

CHECK LIST

Date

July 3, 1968 Construction signs removed.

Was none Salem Office notified to rescind construction speed zone.

July 3, 1968 Contractor removed equipment from project.

July 3, 1968 Roadside cleanup completed.

July 2, 1968 Opened to traffic.

With Semi-final Division materials certification submitted.

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good appearing project with minor cleanup remaining at time of inspection, which was subsequently done. Letter of acceptance from City to follow.

NOTED
H. S. COX

RECEIVED
JUL 11 1968
ENGINEER
COUNTY & CITY DIVISION

All contract work on this project has been completed and recommendation is made for acceptance on ____ (date). The semi-final estimate will be submitted about ____.

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
Maintenance Engineer E. S. Hunter
~~Bridge Engineer~~
Resident Engineer Vernon Shull
District Maintenance Supt. R. M. Smith
Traffic Engineer F. B. Crandall
County & City Engineer H. S. Cox

Copies sent to all named ____.

____ (signed) Ass't. Div. Eng'r. (title)

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
JUN 21 1968

365-1767

71

May 3, 1968

Bids rec'd
Apr 25

Foysky Construction Company
P. O. Box 515
Clatskanie, Oregon 97016

Gentlemen:

The State Highway Commission on May 2, 1968, accepted your proposal for grading and paving 4th Street in the city of Clatskanie in Columbia County for the sum of $25,301 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Clatskanie is received and the sum of $4,580 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 7131. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
R. D. Asburry
Vernon Shull
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

CITY OF CLATSKANIE, OREGON
CLATSKANIE, OREGON

RECEIVED
MAY 2 - 1968
ENGINEER
COUNTY & CITY DIVISION

May 1, 1968

State Highway Department
State of Oregon
Salem, Oregon

Attn: Mr. Richard Unrein

Gentlemen:

In accordance with your letter of April 26th, enclosed herewith are checks totalling $4,580.00 as the deposit of our estimated share on the Fourth Street project.

Very truly yours,

R. J. Pascoe
R. J. Pascoe
Recorder

Encl: 2

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

Fred W. Hill, Member
  Helix
Thaddeus Evans, Member
  Portland

April 26, 1968

Mr. R. J. Pascoe
City Recorder
P.O. Box 248
Clatskanie, Oregon 97016

Dear Mr. Pascoe:

On April 25, 1968, the State Highway Commission opened bids on the 1967 Special City Allotment project on Fourth Street in Clatskanie. The apparent low bid, and only bid, was submitted by Pyrsky Construction Company of Clatskanie and the anticipated cost based on the bid is as follows:

Contractor's bid	$25,301.00
Anticipated additional items	300.00
TOTAL	$25,601.00
Engineering and contingencies (14-1/2%)	3,712.15
TOTAL	$29,313.15
Estimated city share of preliminary engineering	264.85
TOTAL ANTICIPATED COST	$29,578.00

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $4,580 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:sab

bcc: R. D. Asberry
     L. H. Young

NOTED
DON HARWELL

NOTED
H. S. COX

Fred Hill, Member
Helix

February 27, 1968

Honorable J. D. Pusey
The Mayor
City Hall
Clatskanie, Oregon 97016

Dear Mayor Pusey:

The following is the estimated cost for improving the 1967 Special City Allotment project on Fourth Street:

Bid Items	Unit	Gross	Price	Cost
Temp. protection & direction of traffic	all	all	$ —	$ 500.00
Clearing & grubbing	all	all	—	500.00
General excavation	c.y.	3,990	1.35	5,386.50
Finish roadbed & slopes	mile	0.20	1,500.00	300.00
Trench Excavation	c.y.	120	4.00	480.00
Watering	M-gals.	70	5.00	350.00
3/4"-0 material in base	c.y.	330	3.95	1,303.50
Stone base	c.y.	2,800	3.75	10,500.00
Class "B" asphalt concrete	ton	636	10.00	6,360.00
12" culvert pipe	lin. ft.	170	4.00	680.00
18" " "	lin. ft.	110	5.50	605.00
24" " "	lin. ft.	14	9.00	126.00
Adjust manholes	ea.	1	100.00	100.00
Extra for a.c. concrete approaches	ea.	4	40.00	160.00
			Total	$27,351.00
Anticipated Additional Items:				
Flagging				200.00
Permanent signing				100.00
			Total	$27,651.00
Engineering & contingencies (14½%)				4,009.40
			Total	$31,660.40
Estimated City share of preliminary engineering				294.60
			TOTAL	$31,955.00

Please keep this estimate confidential. This project is presently scheduled for our April 25, 1968, bid opening.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By: Richard Unrein
Field Engineer

3-5-67 11:30AM
Called Mr. Pascoe, City Recorder
He said price was ok with City
Informed Turner's [illegible]

RU:rah
bc: R. S. Asbury

NOTED
DON HARWELL

7/27/67

1967 SCA

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County & City Division

SUBJECT: 1967 Special City Allotment Project
4th Street
City of Clatskanie
Right of Way

Gentlemen:

We hereby certify, that to the best of our knowledge and beliefs, all rights of way or rights of entry for the above referred project have been secured.

Dated at Clatskanie, Oregon this 6th day of February, ~~1967~~ 1968.

Clatskanie City Council

By ____________________
Mayor

By ____________________
Recorder

RECEIVED
FEB - 8 1968
ENGINEER
COUNTY & CITY DIVISION

OK for April 25, Letting.

2-9-68

copies To: R.D. Asburry
E.F. Saling
F.D. Morgan
O.C. Turner

NOTED
MARION C. HOLMES

NOTED
CHARD UNREIN

Fred W. Hill, Member
Helix

July 27, 1967

Mr. R. J. Pascoe
City Recorder
Box 248
Clatskanie, Oregon 97016
728-2622

Dear Mr. Pascoe:

Enclosed are three original option forms in triplicate covering right of way and easements to be acquired in connection with the 1967 Special City Allotment project on 4th Street in Clatskanie.

These options are for your use in acquiring the right of way and easements. After the options have been properly executed they should be presented to your city attorney who should in turn prepare deeds and easements and record them with Columbia County. When you have secured the right of way, please execute the two enclosed right of way clearance certificates and forward one copy to this office.

This project is presently scheduled for an early 1968 bid opening, as we feel this project can't be completed this fall before the wet weather is upon us.

Also enclosed are two prints of map No. IR-4-295 covering this area. If we can be of assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

1-30-68
Called City R/W will be clear in a day or two.

RU:mr
Encl.

bc: R. D. Asburry
E. F. Saling
F. D. Morgan

NOTED
P. B. Aronsmeier

NOTED
DON HARWELL

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 25, 1967
Salem, Oregon

To:
H. S. Cox
County & City Engineer
BUILDING

SUBJECT:
OPTIONS
File No. 41843-a-c
Fourth St.(Clatskanie) Section
City Street

Attached you will find three original option forms in quadruplet covering right of way and easements to be acquired in connection with Fourth Street Section of a city street in Clatskanie in Columbia County.

Enclosed for your information are copies of the authorization list and Mr. Morgan's letter of July 11, 1967.

We are attaching three prints of map number 1 R-4-295 covering this area and bearing our date of July 14, 1967.

File No.	Names	Area
41843-A	George J. Poysky et al	0.25 Acre P-1 0.09 Acre P-2
41843-B	John G. Poysky et al	0.1 Acre
41843-C	Leonard A. Palm et ux	400 Sq. Ft.

Earl F Saling
EARL F. SALING
Right of Way Office Manager

MS/ag
Enc. 3 Options, 3 Prints
Auth, Copy of Letter
cc: R. D. Asburry (1 Print)
E. J. Benner (1 Print)

RECEIVED
JUL 26 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Form E-303 (Rev.)—5M—7-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway City Street

County Columbia

Unit

Survey Approved

Section Fourth Street (Clatskanie)

Sta. 10+30 Sta. 19+70

R/W Map No. 1B-4-295

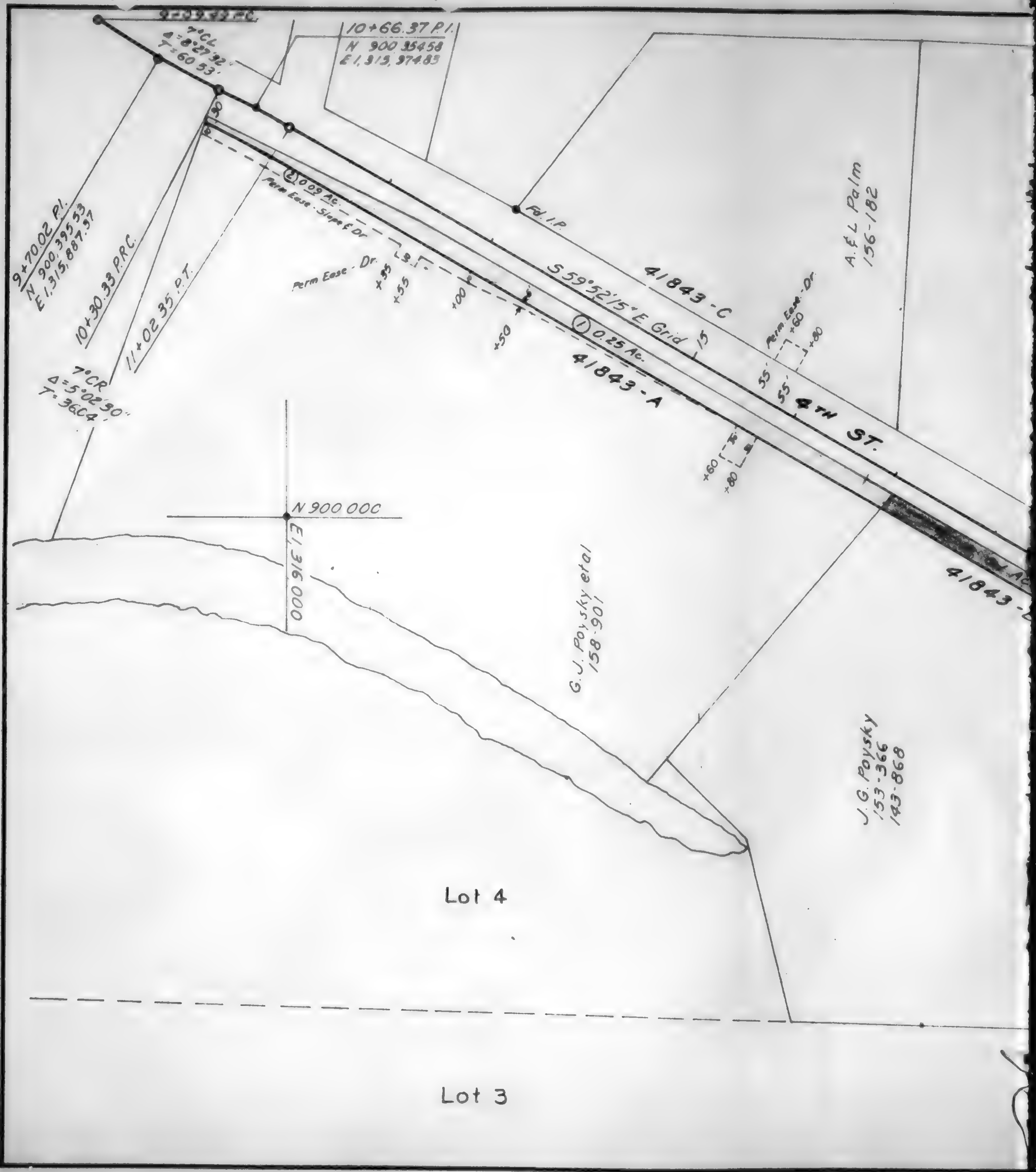
Cost Distribution

		CONTROL ACCESS				ACTION					PURPOSE					
File No.	NAME	Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
41843-A	George J. Poysky et al				X	X		X			X	Slopes & Drain.				
B	John C. Poysky et al				X	X					X					
C	Leonard A.Palm & Anita E.Palm				X			X				Drainage				

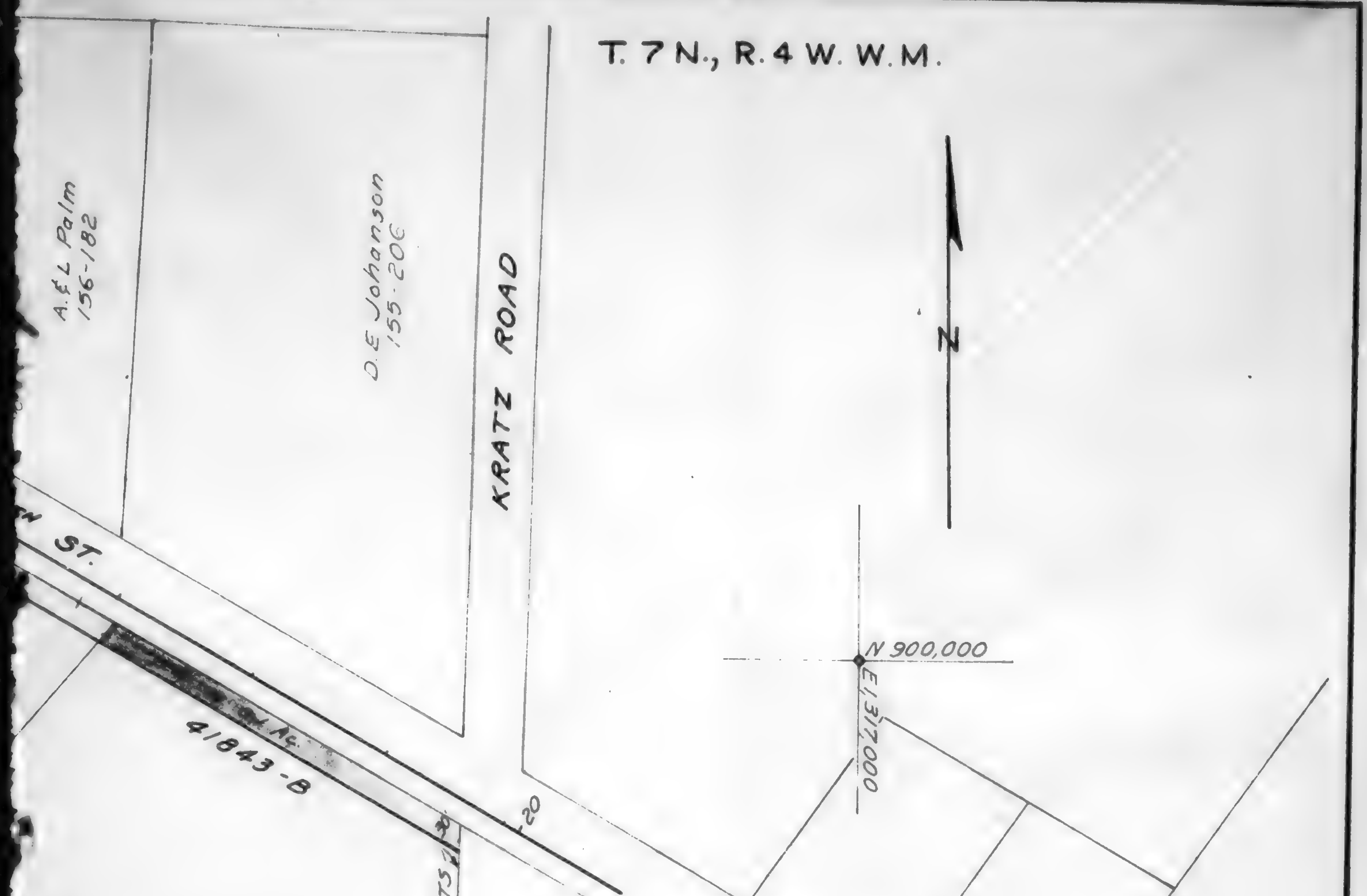
Submitted Floyd O. Scott Date JUL 11 1967
R/W Description Engineer

Approved ______ Date ______
Assistant Construction Engineer

Approved ______ Date ______
R/W Engineer


9+03.49 P.C.
7°CL
Δ=8°27'32"
T=60.53'
10+66.37 P.I.
N 900,354.58
E 1,315,974.83
9+70.02 P.I.
N 900,395.53
E 1,315,887.57
10+30.33 P.R.C.
11+02.35 P.T.
7°CR
Δ=5°02'30"
T=36.04'
30
② 0.09 Ac.
Perm Ease - Slope & Dr
Perm Ease - Dr.
+35
+55
+00
+50
Fd. I.P.
S 59°52'15" E Grid
41843-C
① 0.25 Ac.
41843-A
15
Perm Ease - Dr.
+60
+80
55'
55'
4TH ST.
+60
+80
A. & L Palm
156-182
41843-D
Ac.
N 900,000
E 1,316,000
G. J. Poysky etal
158-901
J. G. Poysky
153-366
143-868
Lot 4
Lot 3

1R-A-295



JUL 14 1967

OREGON STATE HIGHWAY DEPARTMENT	
From	As Shown
For	RW
Highway	City Street
County	Columbia
Scale 1" = 100'	Date June, 1967

7B-20-8

File No. 41843 - A

REAL ESTATE OPTION

Grantor George J. Poysky et al **Mail Address**

Agent

Section Fourth Street (Clatskanie) **County Road** City Street

Purpose Right of Way and Easement **Desc. Checked by** HRS 7-11-67 1R-4-295

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clatskanie County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL 1

A parcel of land lying in Section 8, Township 7 North, Range 4 West, W.M., Columbia County, Oregon, and being a portion of that property described in that deed to George J. Poysky, John G. Poysky and Willamette Investment Company, recorded in Book 158, Page 901 of Columbia County Record of Deeds; the said parcel being that portion of said property included in a strip of land 30 feet in width, lying on the Southwesterly side of the center line of Fourth Street (Clatskanie) as said Fourth Street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 9+09.49, said station being 2035.26 feet North and 862.93 feet West of the Southeast corner of said Section 8; thence on an 818.51 foot radius curve left (the long chord of which bears South 60° 40' 59" East) 120.84 feet; thence on an 818.51 foot radius curve right (the long chord of which bears South 62° 23' 30" East) 72.02 feet; thence South 59° 52' 15" East, 897.65 feet to Engineer's Station 20+00.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.25 acre, more or less.

PARCEL 2 - A permanent easement for slope and drainage over and across the following described parcel, to wit:

A parcel of land lying in Section 8, Township 7 North, Range 4 West, W.M., Columbia County, Oregon, and being a portion of that property described in that deed to George J. Poysky, John G. Poysky and Willamette Investment Company, recorded in Book 158, Page 901 of Columbia County Record of Deeds; the said parcel being that portion of said property lying Southwesterly of Parcel 1 and included in a strip of land variable in width, lying on the Southwesterly side of the center line of Fourth Street (Clatskanie), as said Fourth Street has been relocated; which center line is described in Parcel 1.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Southwesterly Side of Center Line
9+09.49	12+35	40
12+35	12+55	50
12+55	13+00	40
13+00	13+50	40 taper to 35
13+50	15+60	35 taper to 30
15+60	15+80	60
15+80	18+00	30

The parcel of land to which this description applies contains 0.09 acre, more or less.

Section Fourth Street (Clatskanie) County Road City Street

Purpose Right of Way and Easement Desc. Checked by HRS 7-11-67 1R-4-295

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clatskanie County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL 1

A parcel of land lying in Section 8, Township 7 North, Range 4 West, W.M., Columbia County, Oregon, and being a portion of that property described in that deed to George J. Poysky, John G. Poysky and Willamette Investment Company, recorded in Book 158, Page 901 of Columbia County Record of Deeds; the said parcel being that portion of said property included in a strip of land 30 feet in width, lying on the Southwesterly side of the center line of Fourth Street (Clatskanie) as said Fourth Street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 9+09.49, said station being 2035.26 feet North and 862.93 feet West of the Southeast corner of said Section 8; thence on an 818.51 foot radius curve left (the long chord of which bears South 60° 40' 59" East) 120.84 feet; thence on an 818.51 foot radius curve right (the long chord of which bears South 62° 23' 30" East) 72.02 feet; thence South 59° 52' 15" East, 897.65 feet to Engineer's Station 20+00.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.25 acre, more or less.

PARCEL 2 - A permanent easement for slope and drainage over and across the following described parcel, to wit:

A parcel of land lying in Section 8, Township 7 North, Range 4 West, W.M., Columbia County, Oregon, and being a portion of that property described in that deed to George J. Poysky, John G. Poysky and Willamette Investment Company, recorded in Book 158, Page 901 of Columbia County Record of Deeds; the said parcel being that portion of said property lying Southwesterly of Parcel 1 and included in a strip of land variable in width, lying on the Southwesterly side of the center line of Fourth Street (Clatskanie), as said Fourth Street has been relocated; which center line is described in Parcel 1.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Southwesterly Side of Center Line
9+09.49	12+35	40
12+35	12+55	50
12+55	13+00	40
13+00	13+50	40 taper to 35
13+50	15+60	35 taper to 30
15+60	15+80	60
15+80	18+00	30

The parcel of land to which this description applies contains 0.09 acre, more or less.

ba/tk

Regardless of statements herein to the contrary, this option is in the name of and for the City of Clatskanie. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($......................................) (of which $...................................... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 41843 - B

REAL ESTATE OPTION

Grantor John G. Poysky et al Mail Address

Agent

Section Fourth Street (Clatskanie) County Road City Street

Purpose Right of Way Desc. Checked by HRS 7-11-67 1R-4-295

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clatskanie County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A parcel of land lying in Section 8, Township 7 North, Range 4 West, W.M., Columbia County, Oregon, and being a portion of that property described in that deed to Albin E. Harvey, recorded in Book 23, Page 26 of Columbia County Record of Deeds; the said parcel being that portion of said property included in a strip of land 30 feet in width, lying on the Southwesterly side of the center line of Fourth Street (Clatskanie) as said Fourth Street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 9+09.49, said station being 2035.26 feet North and 862.93 feet West of the Southeast corner of said Section 8; thence on an 818.51 foot radius curve left (the long chord of which bears South 60° 40' 59" East) 120.84 feet; thence on an 818.51 foot radius curve right (the long chord of which bears South 62° 23' 30" East) 72.02 feet; thence South 59° 52' 15" East, 897.65 feet to Engineer's Station 20+00.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.1 acre, more or less.

ba/tk

Regardless of statements herein to the contrary, this option is in the name of and for the City of Clatskanie. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($..............................) (of which $.............................. is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 41843 - C

REAL ESTATE OPTION

Grantor Leonard A. and Anita E. Palm Mail Address

Agent

Section Fourth Street (Clatskanie) County Road City Street

Purpose Easement for drainage Desc. Checked by HRS 7-11-67 1R-4-295

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Clatskanie County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A permanent easement for drainage over or across the following described parcel, to wit:

A parcel of land lying in Section 8, Township 7 North, Range 4 West, W.M., Columbia County, Oregon, and being a portion of that property described in that certain deed to Leonard A. Palm, recorded in Book 156, Page 182 of Columbia County Record of Deeds; the said parcel being that portion of said property lying Southeasterly of a line at right angles to the center line of relocated Fourth Street (Clatskanie) at Engineer's Station 15+00; Northwesterly of a line at right angles to said center line at Engineer's Station 15+80 and Southwesterly of a line which is parallel to and 55 feet Northeasterly of said center line; which center line is described as follows:

Beginning at Engineer's center line Station 9+09.49, said station being 2035.26 feet North and 862.93 feet West of the Southeast corner of said Section 8; thence on an 818.51 foot radius curve left (the long chord of which bears South 60° 40' 59" East) 120.84 feet; thence on an 818.51 foot radius curve right (the long chord of which bears South 62° 23' 30" East) 72.02 feet; thence South 59° 52' 15" East, 897.65 feet to Engineer's Station 20+00.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 400 square feet.

ba/tk

Regardless of statements herein to the contrary, this option is in the name of and for the City of Clatskanie. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($....................................) (of which $.................................... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

CITY OF CLATSKANIE, OREGON
CLATSKANIE, OREGON

April 28, 1967

NOTED
H. S. COX

Mr. Richard Unrein
County & City Division
Oregon State Highway Department
Salem, Oregon

Dear Mr. Unrein:

With regard the project for improving Fourth Street (Swedetown Road) in Clatskanie, it is requested that the project be ended at the west edge of Haven Acres Road, and that the driving lanes be reduced from 12 feet to 11 feet.

[illegible] is [illegible] as per this request. [illegible]

Very truly yours,

CITY OF CLATSKANIE

By J. D. Puzey
J. D. Puzey
Mayor

NOTED
RICHARD UNREIN

[illegible]

RECEIVED
MAY 1 - 1967
ENGINEER
COUNTY & CITY DIVISION

Copy [illegible] R. D. [illegible]
F. D. [illegible]

5-2-67
Called [illegible]
[illegible]
[illegible]
desire [illegible]

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

TO: FILES

SUBJECT: 1967 S.C.A. Project - Clatskanie - 4th St.

FROM: Richard Unrein

DATE: 4-7-67

On this date!

Div. II requested information as to city desires on reducing costs and what amount of R/W they were acquiring.

Called Mayor Pizey and he said to use 11' Lanes and stop project @ Haven Acres Rd. City would comitt $4,000 towards project. City is unable to acquire original proposed 20' of R/W, but would acquire 10' of R/W plus an additional 10' easement area. Letter from City is forthcoming stating proceedings.

Div. II picked-up survey data so they can revise project. HD informed Asburry of above information.

H. S. COX

NOTED
RICHARD UNREIN

Richard Unrein
(SIGNATURE)

PLEASE REPLY HERE

CC: ______ ______ (SIGNATURE) ______ (DATE)

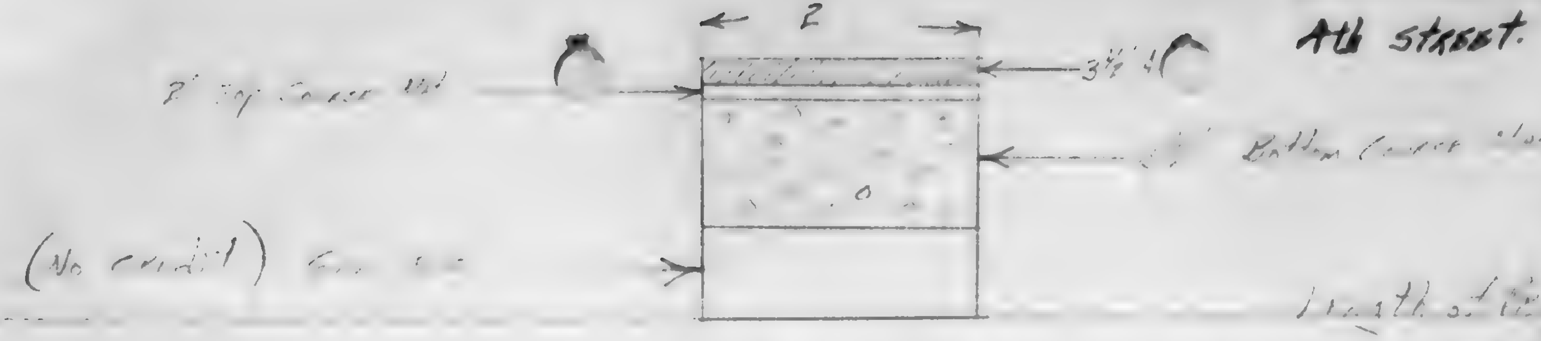
1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

1

CLATSKANIE
4th street.


2'
3½"
2" Top Course [illegible]
[illegible] Bottom Course [illegible]
(No credit) [illegible]

3-30-67 RL.

Length of street 1112'

10+20
920 Full Length

CREDIT FOR 2 FT LESS Width

.06019 × 3½ = .210665 $\frac{2 \times 920}{9}$ = 204 sq. yd

A.C. .210665 × 204 = 43 Ton @ $10/ton = $ 430.00

Top Course $\frac{.17 \times 2 \times 920 \times 1.43}{27}$ = 17 c.y @ $3.95 = 67.15

Bottom Course . $\frac{1.29 \times 2 \times 920 \times 1.43}{27}$ = 125 c.y @ $3.75 = 468.75

$ 965.90

+20% E&C 193.18

Approx. $1,159.08

Field Est. = $32,691.00
2' Less Width = − 1,159.00
$ 31,532.00

Less Length = − 4,026.00
$ 27,506.00

Est. City share P.E. 91.00
Misc. (Approaches) 403.00
$ 28,000.00

Approximation ONLY

PRO RATA

Credit Less Length present Length 1112'
stop @ sta. 10+00 = credit of 142'
(12.77% less) NEW Length 970

SAVINGS = $\frac{142}{1112}$ × $31,532 = $ 4,026.57

Most Likely Credit would be Less.

Est. City share P.E.

$\frac{2,500}{27,506}$ × $1,000 = $ 91

Form E-49—30M

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

QUANTITY SUMMARY AND COST ESTIMATE

Clatskanie (4th street) Section
Clatskanie City Street
Columbia County

Prefix : 305-1492
Keats Oliver, Resident Engineer
March, 1967

1500 [illegible]

ITEM	UNIT	NET	ALLOW.	GROSS	PRICE	COST
Clearing and Grubbing	all			—0—		$500.00
General Excavation, Unclass.	Cu. Yd.	3623	377	2,000 4000	1.50 $1.35	5,400.00
Trench Excavation, Unclass.	Cu. Yd.	107	11	20 118	4.00	472.00
12" Culvert Pipe	Lin. Ft.	160	16	200 176	4.00	704.00
18" Culvert Pipe	Lin. Ft.	102	10	0 112	5.50	616.00
24" Culvert Pipe	Lin. Ft.	12	-	0 12	9.00	108.00
Finishing Roadbed & Slopes	all			0		300.00
Watering	M-Gal.	72	8	123 80	4.00 5.00	400.00
Coarse Base	Cu. Yd.	2534	256	3,575 2790	3.75 3.75	10,462.50
3/4"-0 Base	Cu. Yd.	363	37	600 400	4.00 3.95	1,580.00
Class B Asphaltic Concrete	Ton	606	64	895 670	10.00 10.00	6,700.00
Subtotal						27,242.50
20% Contingencies and Engineering						5,448.50
TOTAL						$32,691.00
					Est. City share P.E.	235.26
						$32,926.26

$7,691 x $1,000 = $32,926.26
$32,691

Note: Unit prices quoted by Cost Analyst

NARRATIVE REPORT
Clatskanie (4th Street) Section
City Street
Columbia County

This project involves reconstruction and widening of 4th street between Spring Street and Haven Acres Road in Clatskanie. No extraordinary problems are anticipated.

Proposed construction makes necessary the moving and/or protection of a gas main owned by Northwest Natural Gas Co., a water main owned by the city of Clatskanie, a power line owned by Clatskanie P.U.D. and several mail boxes. Moving of these items is to be done or to be caused to be done by the city.

City has requested that excess excavation material be utilized on city-owned property in the vicinity shown on the enclosed sketch map. Special provisions should provide for this and that the disposal be made in a manner not unsatisfactory to the city. Excavation price to include haul with not seperate bid item for haul.

Special provisions should provide that construction be done in a manner to cause a minimum of inconvenience to the local traffic. This can best be done by grading and surfacing south of the existing pavement prior to the removal of the existing surface.

RECEIVED
FEB 8 - 1967

FORM [illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

305-1708
7131

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 6, 1967

Honorable J. D. Pusey
Mayor
City Hall
Clatskanie, Oregon 97016

Dear Mayor:

Approval is given to widening the driving lanes on the Special City Allotment project on Fourth Street from 11' lanes to 12' lanes.

As you are aware, the City is to pay all costs in excess of $25,000 should the cost of this project exceed that amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Field Engineer

RU:nr

bc: F. B. Klaboe
F. D. Morgan
R. D. Asburry
Keats Oliver

STATE [illegible]

NOTED
RICHARD UNREIN

CITY OF CLATSKANIE, OREGON

CLATSKANIE, OREGON

February 2, 1967

NOTED
H. S. COX

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

In connection with the agreement between the city and the State Highway Commission for the improvement of Fourth Street from Spring Street to Haven Acres Road, it is requested that the specifications for same be changed to allow for 12-foot driving lanes.

Very truly yours,

CITY OF CLATSKANIE

By J. D. Puzey

J. D. Puzey
Mayor

Ok'd by [illegible]

cc: [illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
F[illegible] - 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

RECEIVED
JAN 31 1967
FOR [illegible]

305-1708

7131

1 26 67

Prefix No. 305-1492

LOCATION PROSPECTUS
CLATSKANIE (4TH STREET) SECTION
CITY STREET - COLUMBIA COUNTY

HIGHWAY: 4th Street, Clatskanie. Not on Federal-aid or State system.

TERMINI: Westerly end of project is at Spring Street. The easterly end of project is at Haven Acres Road.

LENGTH: 0.17 mile.

PROGRAM: 1967 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of cost for grading and paving an existing street. Widening will be necessary. City will acquire additional right of way. The centerline will be shifted slightly southwesterly to avoid cutting into the hillside on the northeasterly side. Soils investigations will be conducted. Reconnaissance is not necessary. Drainage problems are not anticipated.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot paved shoulders.

BASE DESIGN: Tentative base design for construction is:

Paving	3-1/2"	A.C.
Top Course Base	2 "	Leveling
Bottom Course Base	15-1/2"	Crushed Rock
Total Depth	21 "	

MATERIAL: Sources of material to be determined during the survey and referenced to the line.

ADDITIONAL FACILITIES: None.

AGREEMENTS: Routine negotiations for a Special City Allotment Project. Utility adjustments are the responsibility of the City of Clatskanie.

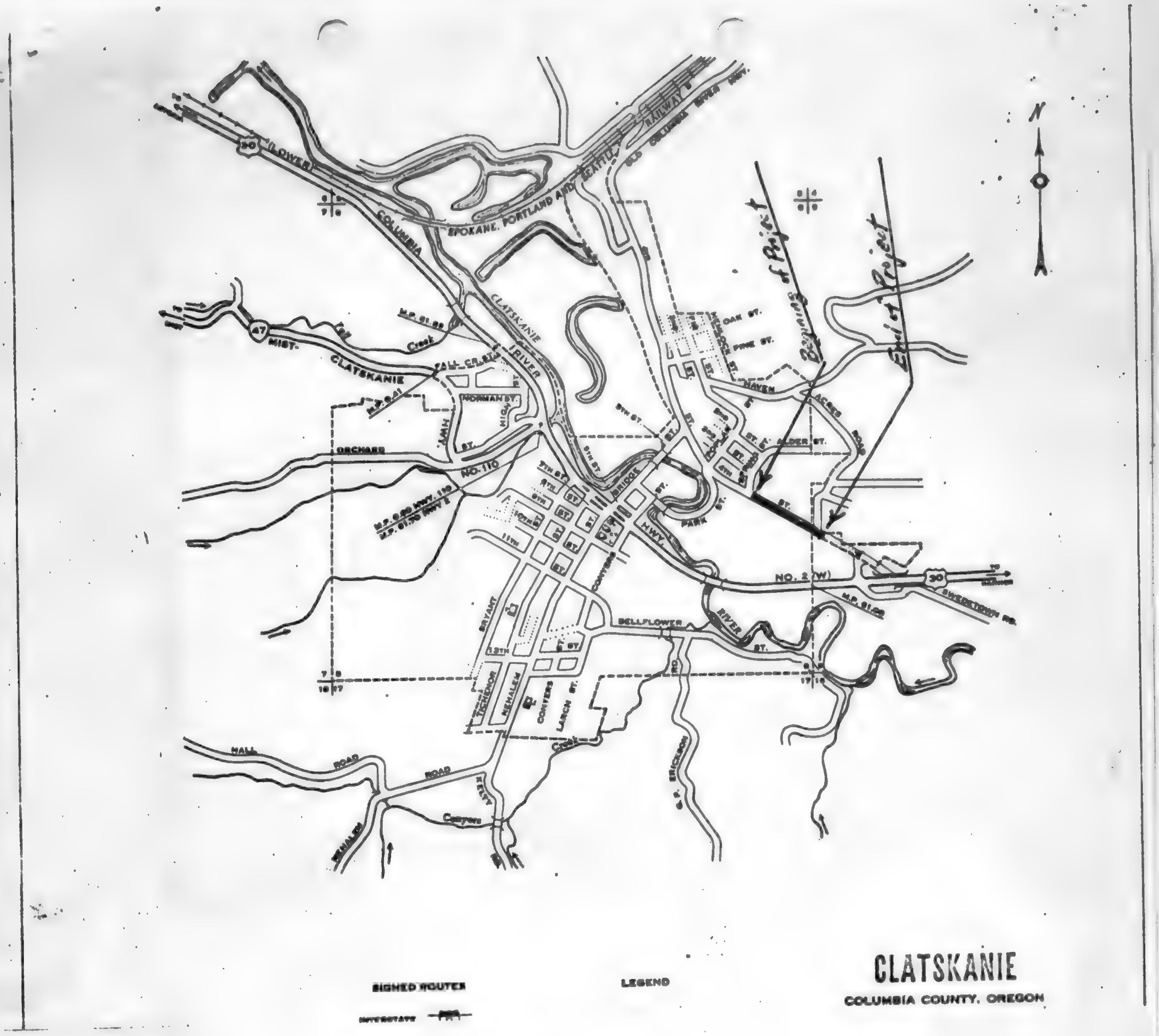
PARKS: None.

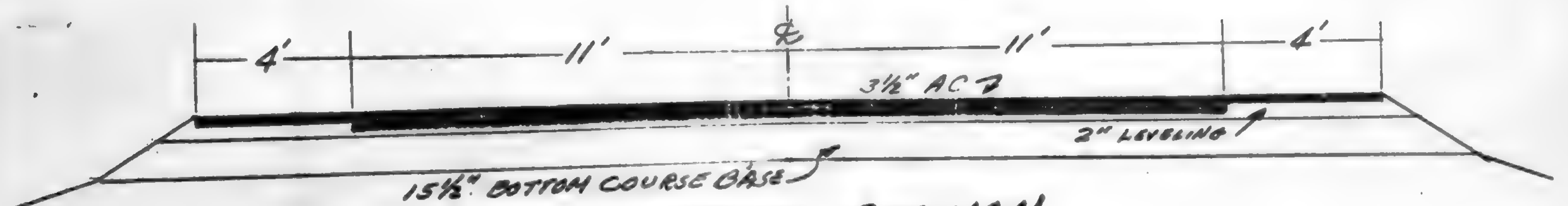
RECEIVED
JAN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

January 26, 1967
Attachment

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
R. L. PORTER





TYPICAL SECTION

PROSPECTUS MAP
CLATSKANIE (4TH ST) SECT.
CITY STREET
COLUMBIA COUNTY

JAN. 1967

NOTED
FORREST COOPER

RECEIVED
JAN 26 1967
FOR FILING

305-1708
7131

January 23, 1967

MISC. CONTRACTS and AGREEMENTS No. 3246

City of Clatskanie
City Hall
Clatskanie, Oregon

Gentlemen:

We are enclosing for your files a fully executed copy of a special street fund agreement with the City of Clatskanie in Columbia County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

Form E-30

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Clatskanie (4th street)

Highway City Street

County Columbia Div. 2

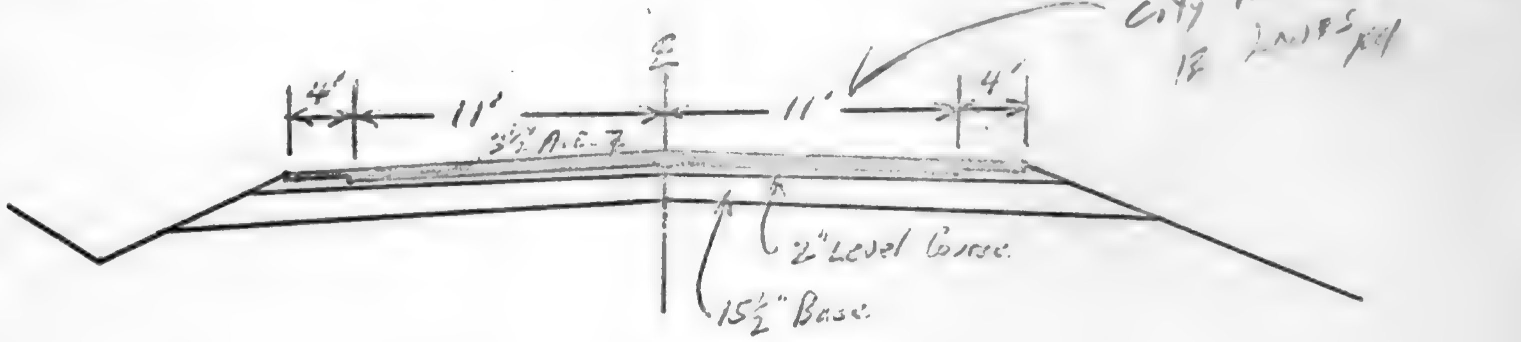
Date January 9, 1967

Authorization No. 1

Survey Prefix 305-1492
(Assigned by Salem office)

Description of termini, route, length, etc.:

Widening of existing City Street (4th street) from Spring Street to Haven Acres Road. Length of project approx. 0.17 miles.



Purpose of survey: To prepare plans, specifications and estimates for letting of contract construction project.

	Field Survey	(901)	500.00	~~xx$900.00~~
	Plans	(905)	200.00	
	~~Bridge~~	~~(906)~~	-	
	~~Urban~~	~~(907)~~	-	
	~~Rural~~	~~(908)~~	-	
	~~ROW~~	~~(909)~~	-	
Estimate of cost:	Soils	(910)	300.00	
	~~Light & Sign~~	~~(911)~~	-	
	~~Landscape~~	~~(912)~~	-	
	~~ROW Liaison~~	~~(913)~~	-	
	~~Utilities~~	~~(914)~~	-	

Total estimated cost of survey . . . . . . $ 1,000.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Field Engineer

Recommended for Approval: ASS'T Division Engineer

Recommended for Approval: Ass't Construction Engineer

Approved: Ass't State Highway Engineer

State Printing

CITY OF CLATSKANIE, OREGON

CLATSKANIE, OREGON

NOTED
H. S. COX

November 25, 1966

State Highway Department
County and City Engineer
Salem, Oregon

NOTED
P. B. Arensmeier

Attn: Mr. Richard Unrein

Gentlemen:

With reference to the proposed project on 4th Street in Clatskanie for construction under the Special City Allotment Act, it is requested that project be limited to the area between Spring Street and the Haven Acres Road.

The city is willing and able to pay all costs in excess of $25,000.00.

NOTED
RICHARD UNREIN

Very truly yours,

CITY OF CLATSKANIE

By J. D. Puzey

J. D. Puzey
Mayor

city to acquire R/W to west of existing St.

RECEIVED
NOV 28 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED
H. S. COX

October 13, 1966

Mr. R. J. Pascoe
City Recorder
City Hall
Clatskanie, Oregon

Dear Mr. Pascoe:

It is planned to submit your proposed project on 4th Street, approximately as shown colored in red on the attached map, to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

The preliminary estimate for providing 22' of asphaltic concrete pavement with 4' paved shoulders on this section is $37,500. This estimated cost is based upon our recent soils test of this section which indicated 3½" of asphaltic concrete pavement, 2" of 3/4"-0 level course, and 15½" of coarse crushed base material to handle the heavy traffic using this street.

In those instances where a City is to participate in the total construction cost of a project, the Highway Commission will only give consideration to those Cities which submit a letter stating that the City is willing and able to pay all costs in excess of $25,000.

In recent conversations, you indicated that the City of Clatskanie had only limited funds. It appears that this section of 4th Street handles a considerable amount of traffic generated on county roads, therefore, it may be feasible for the City to approach Columbia County requesting financial aid to supplement the City's available funds.

Receipt of a letter, prior to November 1, 1966, stating Clatskanie's ability to pay its estimated share ($12,500) of the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

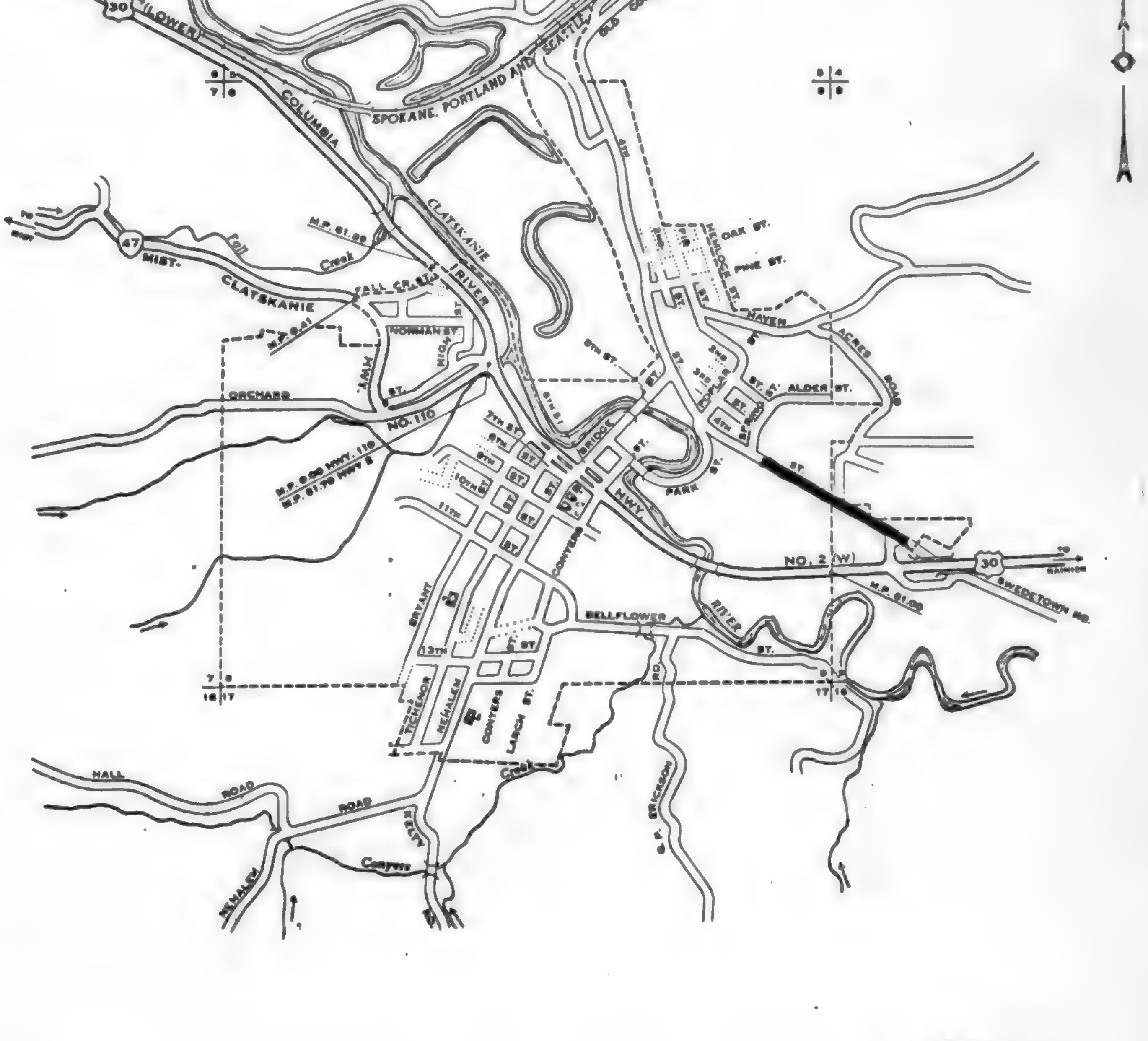
RU:mr
Encl.

By

RU

Richard Unrein
Field Engineer

NOTED
DON HARWELL



SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

CLATSKANIE

COLUMBIA COUNTY, OREGON

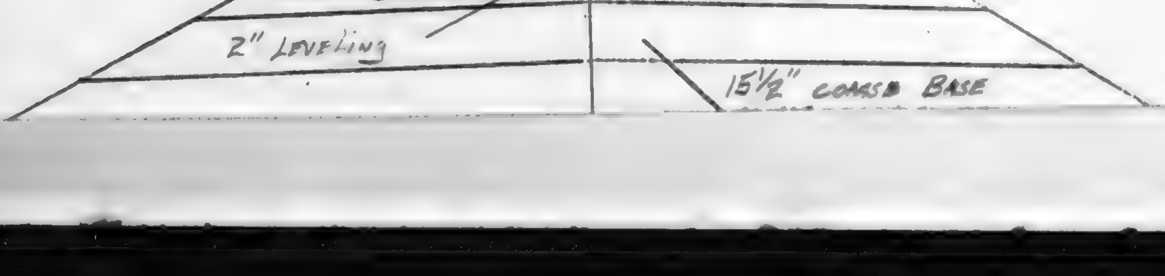
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 930

Scale in Feet

Revised December 1966



OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

Section 4th Street Highway City of Clatskanie County Columbia Prefix ______

Res. Engr. ______ Approx. Length 0.27 Miles. Sta. ______ to Sta. ______ Date 10-12-66

Truck A.D.T. 54 Traffic Coefficient 7.5 18 kip s.a. per day 37.9

Annual Precipitation 56"+ Frost Penetration - - - - - - - - -

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
% Sand
% Sand
%Silt
%Clay
"R" Value
[redacted]

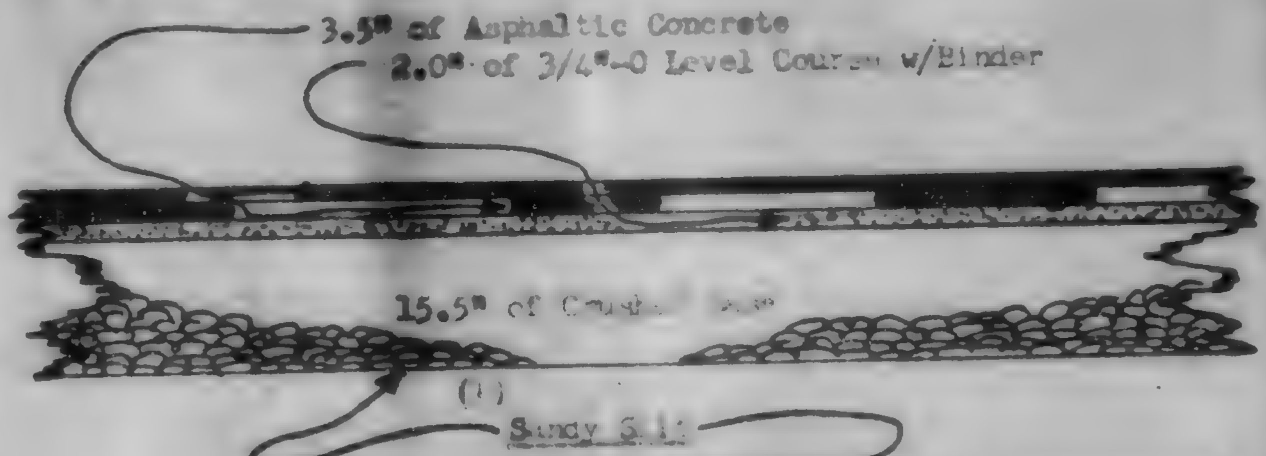
10-12-66

AASHO CLASSIFICATION:

A-4 (?)

MATERIAL SOURCES:

To be [illegible] [illegible] Engineer.


3.5" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course w/Binder
15.5" of Crushed Base
(1)
Sandy Soil

CBE Total Req.	Credit	Actual Thick.	
	[illegible]	[illegible]	A.C.
	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]
24.[illegible]	[illegible]	21.[illegible]	

Should substitutions be made use the "CBE Total Requirement" column to obtain required total thickness and table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Oil Mat = 1.[illegible]" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specs.)
(and Supplementals)

NOTED
RICHARD UNREIN

RECEIVED
OCT 21 1966
ENGINEER
COUNTY & CITY DIVISION

Submitted by C. J. [illegible] for Staff Assistant

Recommended by [illegible] Asst. Engineer of Materials

Recommended by H. L. [illegible] Asst Construction Engineer

Approved by [illegible] Asst. State Highway Engineer

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
[illegible] (2)

SECTION: 4th Street

HIGHWAY: City of Clatskanie

COUNTY: Columbia

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. Present ADT ____________ (Total)

B. Future ADT [illegible] (Total)

C. Mean ADT 900 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis) (Logging & Gravel Trucks)

G. Trucks (in one direction) $\frac{F}{2}$= .06 x (C) 900 = 54

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 54 x (H) 100 % = 54

TRAFFIC COEFFICIENT = K $(I)^{0.119}$
where K = 4.66

= [illegible]

SECTION: 4th Street
HIGHWAY: [illegible]
COUNTY: [illegible]

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: [illegible]
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Item 12.
This is a short section (0.27± mi.) and the connection from either end of the project are A.C. or Oil.

S.C.A. INVESTIGATION DATA

City of [illegible] Date August 11, 1965 Division II
Street (s) [illegible]
[illegible]
No. previous projects 2
Last project 1964 (year)
Total SCA Funds to date $ 36,[illegible]

EXISTING

Surface now in place: A.C. X Oil — Gravel — Concrete —
Surface width: 18' feet, Shoulder-shoulder width: 0 feet
C-C width: — feet, Right-of-way width: 30-40 feet

Remarks: [illegible]

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: [illegible] feet Shoulder width: 4 [illegible] feet C-C width: — feet
Thickness of: A.C. 3½ inches, Leveling 2 inches, Base 15½ inches
Length: 1500 feet, 0.28 mile. Type curb: —

Remarks: No [illegible]

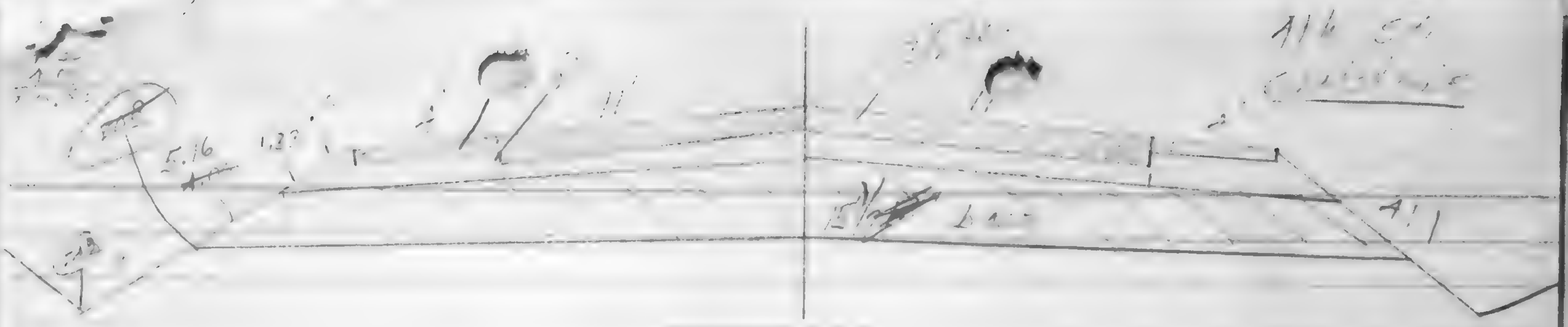
[illegible]

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	2,000	1.50	3,000.
Drainage Excavation	c.y.	20	4.00	80.
Culvert Pipe 18"	lin. ft.	200	3.50	700.
Base Material (1-1/2-0)	c.y.	3,875	3.75	14,531.25
Level Material (3/4-0)	c.y.	600	4.00	2,400.
Asphalt	ton	895	10.00	8,950.
Inlets	ea.	—	—	—
Manholes	ea.	—	—	—
Concrete Curbs	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	123	4.00	492.
Extra for Approaches	ea.	7	50.00	350.
Adjust. Inlets and M.H.'s	ea.	—	—	—
Other binder	All	All	L.S.	420.00

* Items include 10% allowance.

Total	$ 30,923.25
Engineering & Contingencies (20%)	6,184.65
TOTAL	$ 37,107.90
City's Estimated Share of Survey	392.00
TOTAL ESTIMATED COST	$ 37,499.90



GEN EXC. = $\frac{0.7 \times 46 \times 1500 \times 1.1}{27}$ = 1,970 C.Y.

CE EXC. = $\frac{1.0 \times 2.0 \times 200}{27}$ = 15 C.Y.

15½" Base = $\frac{1.29 \times 38.8 \times 1500 \times 1.43}{27}$ = 3,875 C.Y.

¾" Mat. = (AAGL) $\frac{.15 \times 33.0 \times 1500 \times 1.43}{27}$ + ( ) $\frac{.15 \times 9.27 \times 1500 \times 1.43}{27}$ +

( ) $\frac{.12 \times .5 \times 1500 \times 1.43}{27}$ = 562 C.Y.

3½" A.C. = (ML) 51.5 X 15.00 + ( ) 8 X 15.00 = 892 TON

Water = .0275 (4,457) = 123 M-GAL

Survey Est = $ 1200

$\frac{12,108}{37,108}$ × 1200 = $ 392 [illegible] P.E.

binder = $1500/mile x .28 mile = $ 420

RECEIVED
JUL 27 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
RICHARD UNREIN

SCA

PROJECT DATA, CITY OF CLATSKANIE Date July 18, 1966

To be financed by Special City Allotment Fund and necessary city funds.

Street name Fourth Street (Swedetown Road)
(Locate project on attached map.)

Project length .3 mile

DESIRED STREET SECTION:

Standard roadway; width of travel way: ~~40~~ 22 feet, width of shoulders: ~~5~~ 4 feet

Curbed section; width curb to curb: 0 feet

Remarks

Surface now in place: Oil x Paving ___ Gravel ___

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 30 & 40 feet

Additional right-of-way required? Yes x No ___

State to furnish right-of-way descriptions? Yes x No ___

Give width of intersecting streets: none

Are intersecting streets curbed? Yes ___ No ___

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No x

Width between present curbs: ___ feet

City to construct curbs? Yes ___ No x

To be constructed as part of project? Yes ___ No x

Length of desired radius on curb returns: ___ feet

Does city desire special type of curbs? Yes ___ No ___

Explain:

NOTED
DON HARWELL

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No x

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes___ No x

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _______feet

Remarks____

____

STORM SEWERS -

Now in place?. Yes____ No x

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes x No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes____ No x /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ________feet

Remarks____

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes _x_ No ___

If yes, how deep from present surface? __3__ feet

Remarks __________

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No _x_

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ______

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No _x_ (If yes, please include copy of ordinance.)

Remarks __________

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes _x_ No ___

Electric poles? Yes _x_ No ___

Which company? Clatskanie P. U. D.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes _x_ No ___

Which company? West Coast Tel. Co.

Railroad tracks? Yes ___ No _x_

Which company? ______

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks __________

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No x

Concrete curbs? Yes ___ No x

Driveways? Yes ___ No x

Remarks ___

GENERAL INFORMATION:

Are city finances available? Yes x No ___

When available? Date ___

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

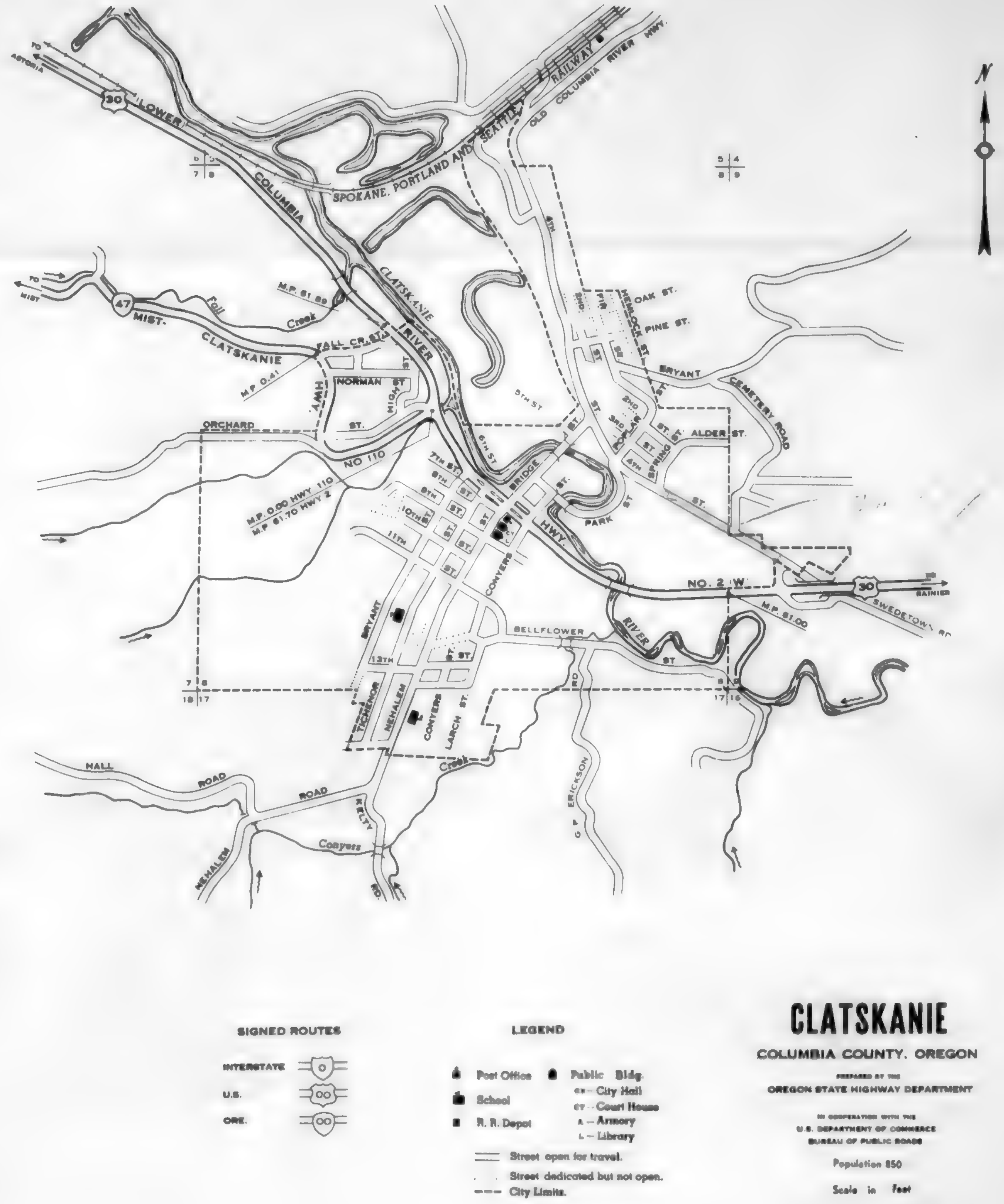
Please indicate site for disposal of excess excavated material: City Park, which is bordered by Fourth Street.

General remarks: ___

By ___
Mayor

By ___
City Recorder ~~or City Manager~~

By ___
City Engineer



SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH -- City Hall
CT -- Court House
A -- Armory
L -- Library
Street open for travel.
Street dedicated but not open.
City Limits.

CLATSKANIE

COLUMBIA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 850

Scale in Feet

Revised July 1964

6-20-66

NOTED
RICHARD UNREIN

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Clatskanie is an incorporated city of the State of Oregon and has a population of 930 as given by the latest official census; and

WHEREAS, the following streets of said city,

Fourth Street, between Spring Street and the Cloverleaf on Highway 30

RECEIVED
JUN 22 1966
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Clatskanie does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate J. D. Puzey as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20th day of June, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

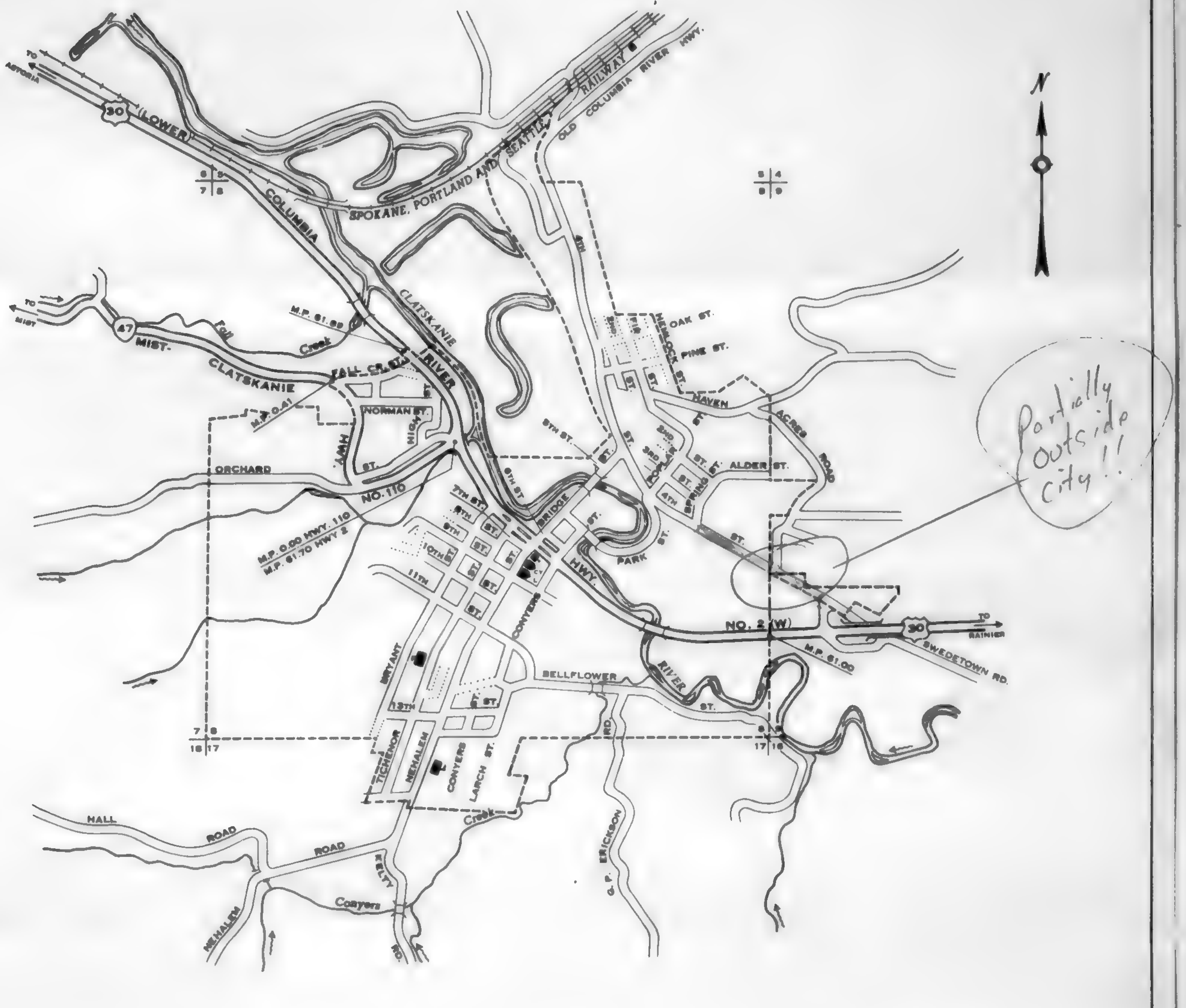
- - - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Clatskanie at a regular or special meeting of said Council, held on the 20th day of June, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of June, 1966.

R. J. Pascoe
City Recorder

NOTED
RICHARD UNREIN



Partially outside city!!

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

CLATSKANIE

COLUMBIA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 930

Scale in Feet

Revised December 1968

305-1709 Scappoose (S.E. 4th St.) 1968
Sec., city street. (Grading
#7132 and Paving)

L8A 3518 3-26-68

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97448

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-6-69	66 1157		305-1495-295 $110.33 305-1709-295 $4,758.27

City of Scappoose
PO Drawer "P"
Scappoose, Oregon 97056

NOTED
H. S. COX

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mrs. Virginia R. Sheldon, City Recorder			
Final billing: Special City Allotment project on SE Fourth Street, Contract 7132. Covered by agreement dated March 22, 1968.			
City's Advance Deposit			4,950.00
As per attached statement:			
Final Cost		27,309.18	
Agreed State share		22,440.58	
Agreed City share			4,868.60
To be refunded			81.40

RECEIVED
JAN 8 1969
ENGINEER
COUNTY & CITY DIVISION

ACKNO[illegible]
By

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
F. B. [illegible]

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
[illegible] HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT Date January 6, 1969

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1968

Contract # 7132 Prefix 305-1709 Survey Prefix 305-1495

Street S.E. Fourth Street

City Scappoose

Payments to Contractor..(See attached voucher.)	$ 24,033.79
Engineering and Contingencies..........................	3,165.06
*Survey...Total: $ 1,364.70 Pro-rata Share........................	110.33
TOTAL.............	$ 27,309.18
Agreed State Share	22,440.58
**Agreed City Share	$ 4,868.60
City Advance Deposit	$ 4,950.00
REFUND DUE CITY.......$	**81.40**

NOTED
H. S. COX

Reference: Outside Billing ce-1157

$$* \frac{\text{Construction costs over \$25,000.00} = \$\ 2,198.85}{\text{Construction costs} = \ 27,198.85} \times \$1,364.70 = \$110.33$$

Portion of preliminary engineering charged to project = $110.33

**** Includes $4,868.60 for concrete curbs.**

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED DRU:mm
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

M A-20 (REV. 6-63)

COUNTY: COLUMBIA

CONTRACT NO.: 71[illegible]

ESTIMA

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.

SECTION: SCAPPOOSE /S - 4TH ST/

O.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO
1	[illegible]	DIS-[illegible]	[illegible]	[illegible]	
2	CL[illegible]		LUMP SUM	[illegible]	
3	[illegible]	UNCLASSIFIED	CU YDS	1.10[illegible]	1,50
4	FIR[illegible]	SLOPES	L[illegible]	[illegible].50	
5	[illegible]		CU YDS	[illegible]	
6	[illegible]		[illegible]	[illegible]	7
7	[illegible]		CU YDS	[illegible]	6
8	[illegible]		CU YDS	2.[illegible]	32
9	[illegible]		CU YDS	[illegible]	31
10	[illegible]		CU YDS	[illegible]	1,
11	12-[illegible]	212	[illegible]	[illegible]	71
12	[illegible]		LIN FT	[illegible]	25
13	[illegible] TYPE G-1		ONLY	[illegible]	
14	[illegible]		ONLY	115[illegible]	
15	[illegible]	APP[illegible]	CU YDS	[illegible]	
16			ONLY	33.500	

F

[illegible] 27,

71[illegible]

PREVIOUS VOUCHER NO. 6614

CHECKED BY: CP/md

ENGINEER OR AUDITOR: R. W. Pyle

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

CONTRACT NO [illegible]	ESTIMATE NO. 5 Final	PREFIX NO'S 305-1709-201 (41) 305-1709-204 (41)	44.55 Cr. 1,201.45 Dr.
	FEDERAL AID PROJECT NO.		

[illegible]

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	[illegible]	[illegible]	[illegible]	[illegible]	
LUMP SUM	[illegible]	[illegible]	[illegible]	[illegible]	
CU YDS	[illegible]	[illegible]	[illegible]	[illegible]	
LUMP SUM	[illegible]	[illegible]	[illegible]	[illegible]	
CU YDS	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]ALS	[illegible]	[illegible]	[illegible]	[illegible]	
CU YDS	[illegible]	[illegible]	[illegible]	[illegible]	
CU YDS	[illegible]	[illegible]	[illegible]	[illegible]	
CU YDS	[illegible]	[illegible]	[illegible]	[illegible]	
TONS	[illegible]	[illegible]	[illegible]	[illegible]	
LIN FT	[illegible]	[illegible]	[illegible]	[illegible]	
ONLY	[illegible]	[illegible]	[illegible]	[illegible]	
ONLY	[illegible]	[illegible]	[illegible]	[illegible]	
CU YDS	[illegible]	[illegible]	[illegible]	[illegible]	44.55-
ONLY	[illegible]	[illegible]	[illegible]	[illegible]	

TOTAL CONTRACT ITEMS	[illegible]	[illegible]	44.55-
% RETAINED ON CONTRACT ITEMS		1,201.45	1,201.45
FORCE ACCOUNT			
TOTAL PAYMENTS	24,033.79	22,876.89	1,156.90

C

RECEIVED
OCT 3 - 1968

FOR FILIN

305-1709

7132

October 3, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 23, 1968 on Contract No. 7132. The contract was with Charles T. Parker Construction Company and was for grading and paving on the Scappoose (S.E. 4th Street) Section of the Columbia River Highway in Columbia County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 3, 1968 and that you concur in this procedure at the Commission meeting on November 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

lms

bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

RECEIVED
OCT 3 - 1968
FOR FILING

305-1709

7132

October 3, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7132 awarded to Charles T. Parker Construction Company for grading and paving on S. E. 4th Street in the city of Scappoose in Columbia County was completed on July 23, 1968, and accepted by the Highway Commission on October 3, 1968.

Final payment in the amount of $1,156.90 will be released to the contractor after October 10, 1968. The total contract amount is $24,033.79 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Charles T. Parker Constr. Co.
P. O. Box 20188
Portland, Oregon 97220

L. H. Young
C. H. Maison
Attn: John Herr

305-1709
7132

C

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Scappoose (S.E. 4th St.)		WEEK ENDING: August 23, 1968
		SECTION PREFIX: 305-1709
HIGHWAY: Columbia River		COUNTY: Columbia
NAME OF JOB: Scappoose (S.E. 4th St.)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Charles T. Parker Construction Co.	CONTRACT NUMBER: 7132	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 22, 1968	DATE WORK STARTED: June 6, 1968	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: 60	CALENDAR DAYS USED: 49
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 82%
PROJECT AUTHORIZATION: $ 27,971.20		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 25,528.30	ENGINEERING AUTHORIZATION: $ 2,442.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,078.66	ENGINEERING COST TO DATE: $ 2,886.95	DATE PROJECT WAS COMPLETED: July 23, 1968
ESTIMATED PERCENT UNDERRUN: 5.7 %	PERCENT OF AUTHORIZATION: 118 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.15	0.15			0115
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,200 cy	1,970 cy			700 T
TOTAL QUANTITIES CORRECTED TO DATE	1,867 cy	2,000 cy			720 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,867 cy	2,000 cy			720 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			
TUESDAY	Cludy			
WEDNESDAY	Coudy			
THURSDAY	Cloudy			
FRIDAY	Rain			
SATURDAY				

Routing

RECEIVED

Scott

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final
Semi-Estimate will be submitted Monday August 25, 1968.

By Lloyd R. Trask

SIGNED Roy W. Flye LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

SCA

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

June 4, 1968

NOTED
H. S. COX

SUBJECT: Scappoose (Fourth Street) Sec.
City Street
Columbia County

To: MEMO TO THE FILES

I received a telephone call from Roy Pyle, resident engineer of this section, on June 3 to the effect that he had been informed by Mr. Marcott of Scappoose that the water main line within the limits of this street section would not be moved. Mr. Marcott is City Commissioner, relatively in charge of the water works.

We had previously met with Mr. Forrest Sanders, Mayor of Scappoose, who, with two of his commissioners, had tentatively agreed at that time to move the water main. This was covered in Memo to the Files dated May 14 by Richard Unrein, County-City Division. Another letter in the files to C. H. Maison, Controller, from Dick Unrein dated May 22, 1968 indicates at that time the City's check for $4,950 was received, and which covered the City's advance deposit for this project. Apparently no letter was received along with the check, but it was assumed that the City had agreed to move the water line, as evidenced by their advance deposit check. Mr. Pyle contacted Mr. Langdon who informed Pyle that the water main would be moved. This brings the history up to the point on June 3 when Marcott informed Pyle that he did not intend to move the water line.

I phoned Mayor Sanders on June 3 at 4:15 p.m. and asked him what the status of the project was, that we had understood that they wished to proceed with the project, that they had informed us they would move the water line, and that they had sent us their advance deposit, and as a result the contract had been awarded and the contractor was ready to go to work. Mayor Sanders was very noncommittal in his answers and gave the impression that the whole matter was undecided and he was not sure of what they were going to do. I informed Mayor Sanders that I felt we had a legal commitment to proceed with this work, that I was sure if the contractor were delayed that there would be a claim for any delays caused him, and that if the City abandoned the project at this date, there could well be claims made against the City as a result of this action.

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

RECEIVED
JUN - 5 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

I further suggested to the mayor that we meet with him and his commissioners at an early date to decide what course of action we were going to follow. He responded that there would be a city commission meeting this same evening, June 3, at 8:00 p.m.; Mr. Pyle and I attended this meeting. No action was taken on the Fourth Street matter until late in the meeting, approximately 9:00 p.m., because two of the commissioners Langdon and Marcott, had not shown up.

Finally, the mayor stated that he hated to have us held up, as it were, and proceeded with the matter of Fourth Street without these two commissioners. He asked the city attorney if he felt the City was legally bound to proceed with the contract; the attorney responded that they were. The mayor then asked what the minutes of the previous meeting showed, relative to the Fourth Street matter. It was indicated by the recorder that there had been a vote — 5 for and 1 against, Mr. Marcott being the negative vote — in favor of going ahead with the project and moving the water line. The other commissioners at the meeting wondered why there was any question about it at this time. There was some general discussion about the need for moving the water main, and Mr. Pyle and I answered such engineering questions as were asked. The commission concluded that there was no further action required since they had already voted, as a matter of record, to pursue the project. The city attorney stated that the commission must act as a group, and that if any one commissioner were allowed to upset the will of the majority, the official business at Scappoose would rapidly degenerate into a state of anarchy. The mayor agreed with this and promised that work would start on the water main at an early date.

I told the mayor that we would attempt to hold a preconstruction conference at such an hour that the City's people could be present to discuss the most economic method of proceeding with the water main relocation. Mr. Pyle is in the process of setting this date at this time.

L. W. Rulien
Division Engineer

by

D. H. Haller, Jr.
Assistant Division Engineer

DHH:nlb

cc: Richard Unrein
Roy W. Pyle

Salem, Oregon
May 22, 1968

Mr. C. H. Maison
Controller
BUILDING

Advance Deposit
Special City Allotment Project - 1968
S.E. Fourth Street
City of Scappoose

Attention Mr. John Herr

The City of Scappoose's check in the amount of $4,950, which is the correct amount to cover the City's portion of subject project as per agreement between City and State, has been received and is being forwarded to you by Mr. Query's office.

The project is now clear for award.

RU

Richard Unrein, Field Engineer
County and City Division

RU:eb

cc: F. B. Klaboe
F. D. Morgan
L. H. Young
L. W. Rulien

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
JUN 21 1968
FOR FILING

365-1709
7132

May 22, 1968

Charles T. Parker Constr. Co.
P. O. Box 20188
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on May 2, 1968, accepted your proposal for grading and paving on S. E. 4th Street in Scappoose in Columbia County for the sum of $24,029 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Scappoose is received and the sum of $4,950 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7132. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 5, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. W. Rulien
Roy Pyle
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
MAY 15 1968

305-1709 MEMO TO FILES: Scappoose 1968 Special City Allotment Project
S.E. Fourth Street

17132 May 14, 1968

On May 13, the following individuals met at Scappoose at the request of the City:

Mayor Forrest M. Sanders
Councilman Lester Langdon, Chairman Street Committee
One other councilman and two city employees
Don Haller, O.S.H.D.
James Cochell, O.S.H.D.
Richard Unrein, O.S.H.D.

Prior to sending in their advance deposit of $4,950, the City wished to discuss several items. Two of these items regarding a curb return and salvage of existing pit-run base material were explained and resolved.

The City desires not to relocate a 6" water line which runs the length of the project and would be directly under the new type "A" curb line. Besides being directly under the curb, it appears that this line is also very shallow. The four service cross-connections also appear to be shallow. It appears that the only practical solution is to relocate this water line. Resident Engineer Roy Pyle, who is slated to supervise the construction of this project, will review the field notes and cross sections with the City before they make a final determination. The City is withholding its advance deposit until they resolve this situation.

The City was informed of this water line conflict several months ago, but apparently did not give it any serious consideration until recently.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:sb

cc: F. B. Klaboe
L. W. Rulien
L. H. Young

RECEIVED
MAY 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

Fred W. Hill, Member
Helix
Thaddeus Bruno, Member
Portland

April 26, 1968

Mrs. Vivian R. Caswell
City Recorder
City Hall
Scappoose, Oregon 97056

Dear Mrs. Caswell:

On April 25, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on S.E. Fourth Street in Scappoose. The apparent low bid and only bid was submitted by Charles T. Parker Construction Company of Portland, and the anticipated cost based on the bid is as follows:

Contractor's bid *	$24,029.00
Anticipated additional items	400.00
TOTAL	$24,429.00
Engineering and contingencies (14-1/2%)	3,542.21
TOTAL	$27,971.21
Estimated portion of preliminary engineering charged to project	159.34
TOTAL ANTICIPATED COST	$28,130.55

* Includes $4,950 for concrete curbs.

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $4,950 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:sb

bc: L. W. Rulien
L. H. Young

NOTED
DON HARWELL

SCAPPOOSE (S.E. 4TH STREET) SECTION

CITY STREET

COLUMBIA COUNTY

State Project
0.15 mi. Grading and Paving

Bids Received April 25, 1968

1.	All Specified	Temporary Protection and Direction of Traffic			$ 400.00	330.00
2.	All Specified	Clearing and Grubbing			100.00	480.00
3.	2,200 cu.yds.	General Excavation, Unclassified	$ 1.50	1.10	3,300.00	2,420.00
4.	All Specified	Finishing Roadbed and Slopes			300.00	220.00
5.	40 cu.yds.	Trench Excavation	4.00		160.00	220.00
6.	56 M-gals.	Watering	3.50		196.00	308.00
7.	630 cu.yds.	Blanket Course	2.50		1,575.00	1,732.50
8.	300 cu.yds.	3/4" - 0 Material in Base	3.75		1,125.00	990.00
9.	1,040 cu.yds.	Stone Base	3.50		3,640.00	3,432.00
10.	700 tons	Class "B" Asphalt Concrete	9.50		6,650.00	5,740.00
11.	260 lin.ft.	12-inch Concrete Sewer Pipe	3.75		975.00	1,144.00
12.	3 only	Concrete Sumps	500.00		1,500.00	990.00
13.	8 only	Concrete Inlets, Type G-1	130.00		1,040.00	880.00
14.	90 cu.yds.	Concrete Curbs	50.00	55.00	4,500.00	4,950.00
15.	5 only	Extra for A.C. Concrete Approaches	50.00		250.00	192.50
		For Comparison of Bids			$25,711.00	24,029

6.5% UNDER

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$25,711.00	24,029.00
Anticipated Additional Items:			
Flagging	$200.00		
Signing (Perm.)	200.00		
		400.00	400.00
		$26,111.00	24,429.00
Engr. & Cont. (14½%)		3,786.10	3,542.21
Estimated Net Authorization, Constr.		$29,897.10	$27,971.21
			157.34
			$28,130.55

$\frac{2,971.21}{27,971.21} \times \$1,500 = 157.34$

REC
MAR 28

FOR

365-1709

7132

March 26, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3368

City of Scappoose
City Hall
Scappoose, Oregon 97056

Attention: Mrs. Vivian R. Casswell
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering improvement to S. E. Fourth Street from Columbia Avenue to Oak Street in your city.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
(conformed copy)

Scappoose (S.E. 4th. St.) Sec.
Columbia County

Ed Johnson
3-13-68

Temporary Protection & Direction of Traffic.	All Specified		400 -
Clearing and Grubbing	All Specified		100 -
General Excavation, Unclassified	2200 cu. yd	1^{50}	3300 -
Finishing Roadbed and Slopes.	All Specified ~~0.15 mile~~		300
Trench Excavation	40 cu. yd.	4^{00}	160 -
Watering	56 M-Gals	3^{50}	196 -
Blanket Course	630 cu. yd	2^{50}	1575 -
3/4"-0 Material in Base	300 cu. yd.	3^{75}	1125 -
Stone Base	1040 cu. yd	3^{50}	3640 -
Class "B" Asphalt Concrete	700 ton.	9^{50}	6650 -
12-inch Concrete Sewer Pipe.	260 lin. ft	3^{75}	975 -
Concrete Sumps	3 only	500^{00}	1500 -
Concrete Inlets, Type G-1	8 only	130^{00}	1040
Concrete Curbs	90 cu. yd	50^{00}	4500 -
Extra for A.C. Conc. Approaches.	5 only	50^{00}	250 -
			25711 -
	Anticipated		400
			26 111
	Engr. & Cont. 14½		3786.
			29 897.10
	+ City Share P.E.		245.70
	FINAL TOTAL		$30,142.80

Flagging	200
Perm. Signing	200

RECEIVED
MAR 14 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section 4th STREET Highway City of Scappoose County Columbia Prefix 305-1495

Res. Engr. J. W. Cochell Approx. Length 0.15 Miles. Sta. "L" 9+75 to Sta. "L" 17+45 Date 3-4-68

Truck A.D.T. 11 Traffic Coefficient 5.4 18 kip s.a. per day 3 (Automobiles not considered.)

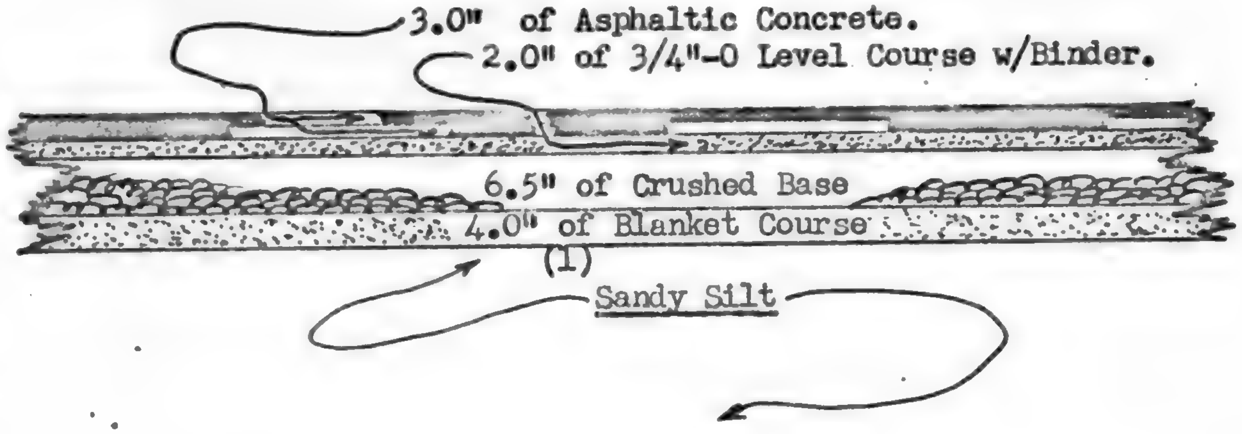
Annual Precipitation 42"+ (Warren) Frost Penetration ---------

RECEIVED
MAR 14 1968

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	Asb.
	2.0	2.0	Level
	6.5	6.5	Cr. Base
	4.0	4.0	Blanket Course
18.5	18.5	15.5	

(1)
Typical Soil

42	LL
0	PI
92	%P 10
80	%P200
8	%Gravel
1	%C Sand
11	%F Sand
60	%Silt
20	%Clay
3	"R" Value


3.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
6.5" of Crushed Base
4.0" of Blanket Course
(1)
Sandy Silt

AASHO CLASSIFICATION:

A-5 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 2 for remarks.

3-4-68

Submitted by C. J. Bray
for Staff Assistant

Recommended by
Asst. Engineer of Materials

Recommended by
Asst. Construction Engineer

Approved by
~~Asst.~~ State Highway Engineer

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer
County - City (2)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section 4th STREET Highway City of Scappoose County Columbia Prefix 305-1495

Res. Engr. J. W. Cochell Approx. Length 0.15 Miles. Sta. "L" 9+75 to Sta. "L" 17+45 Date 3-4-68

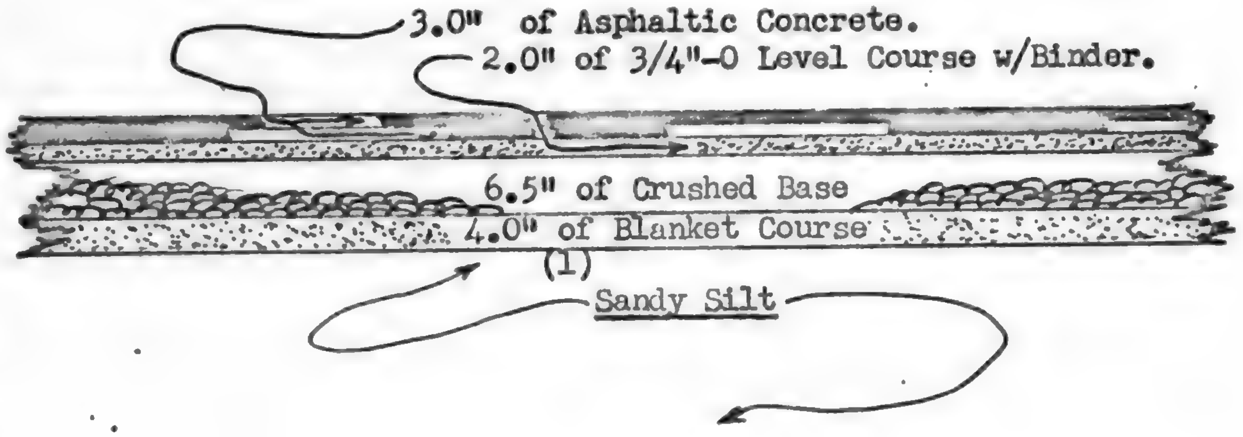
Truck A.D.T. 11 Traffic Coefficient 5.4 18 kip s.a. per day 3 (Automobiles not considered.)

Annual Precipitation 42"+ (Warren) Frost Penetration - - - - - - - - - -

RECEIVED MAR 14 1968

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	A.C.
	2.0	2.0	Level
	6.5	6.5	Cr. Base
	4.0	4.0	Blanket Course
18.5	18.5	15.5	

(1)
Typical Soil
42 LL
0 PI
92 %P 10
80 %P200
8 %Gravel
1 %C Sand
11 %F Sand
60 %Silt
20 %Clay
3 "R" Value
[illegible]


3.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
6.5" of Crushed Base
4.0" of Blanket Course
(1)
Sandy Silt

AASHO CLASSIFICATION:

A-5 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 2 for remarks.

3-4-68

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County - City (2)

Submitted by ________ for Staff Assistant

Recommended by ________ Asst. Engineer of Materials

Recommended by ________ Asst. Construction Engineer

Approved by ________ ~~Asst.~~ State Highway Engineer

4th STREET
City of Scappoose
Columbia County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	3/4"-0 Level	Crushed Base	Blanket Course	"CBE" Total Requirement	Actual Thickness
Cars Only	2.0"	2.0"	4.0"	4.0"	14.0"	13.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8 "	Crushed Base

Note:

The surfacing thickness design is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

A 4.0", sand or 3/4"-0 blanket course is recommended for this section. The material should have a minimum of 15% passing the #40 sieve to prevent intrusion of the fine-grained soil subgrade into the coarse base.

TRAFFIC ANALYSIS

SECTION: 4th STREET

HIGHWAY: City of Scappoose

COUNTY: Columbia

70 Present ADT (1967)

12 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	5	1.5	8	7	450	3150
3	3	1.5	5	4	1000	4000
4					1250	
5					3180	
6					2570	
				11	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 7150

TWENTY YEAR EWL 143,000

TRAFFIC COEFFICIENT 5.4

SECTION: 4th STREET
HIGHWAY: City of Scappoose
COUNTY: Columbia

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. & Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.15 mi.) project. See Items 6 & 12.

2-68

NARRATIVE REPORT

The purpose of this survey is to prepare plans, specifications and estimate of cost of grading, paving and curbing of S.E. Fourth Street Section of city street within the City of Scappoose in Columbia County. This construction will provide 2 - 12' travel lanes, with 10' parking strip, and concrete curbs. Due to the gradient of the project, type "A" curb & gutter was used for the estimate instead of type "C" curb. Due to no existing drainage and to the type of soil in the area, drywells are being used to take care of the water. Through visual inspection of a gravel pit, one block north of the project, it appears that there is about 6' - 8' of silt overburden, over a large gravel deposit. It appears that a drywell 15' deep will handle the drainage.

The alignment for this project follows the center of the existing 60 foot right of way, with no additional right of way being needed. The existing surface is of gravel with poor gradation and is also contaminated. It should be noted that the City of Scappoose has indicated an interest in salvaging whatever existing rock could be salvaged, for use elsewhere.

It appears that the City of Scappoose water main and services are very near the subgrade and would be in danger during the construction work. The only other utility involved is the telephone company, which would involve one pole at the intersection of S.E. Fourth St. and S.E. Oak St.

ENGINEER'S ESTIMATE

SCAPPOOSE 4TH. ST. SECTION, City Street, Columbia County
Prefix; 305 - 1495 Station 9 +75 to 17 + 45
James W. Cochell Resident Engineer Feb., 1968

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	COST
1. Clearing & Grubbing	Lump Sum			100%	-	$ 50.00
2. General Excavation, Uncl.	Cu. Yd.	1,975	225	2,200 2,700	$ 1.15	2,530.00
3. Finishing Roadbed & Slopes	Lump Sum	0.15 mi.		—	-	300.00
4. Trench Excavation	Cu. Yd.	39	4	43 50	4.00	172.00
5. Watering	M-Gal.	44.6	5.4	50 55	2.50	125.00
6. 3/4"-0" Material in Stone Leveling Course	Cu. Yd.	264	26	290 320	3.75	1,087.50
7. Stone Base	Cu. Yd.	944	96	1,040 1600 tot.	3.50	3,640.00
8. Sand Blanket	Cu. Yd.	575	55	630	5.50	3,465.00
9. 3/4"-0" Aggregate in Prime Coat	Cu. Yd.	27	3	30	5.00	150.00
10. RC-250 Asphalt in PrimeCoat	Ton	4	0.5	4.5	60.00	270.00
11. Class "B" Asphaltic Concrete	Ton	638	62	700 710	9.50	6,650/00
12. 12" Sewer Pipe	Lin.Ft.	236	24	260 260	3.90	1,014.00
13. Conc. Inlets Type "G"	Each	7	1	8 8	175.00 Hwy. $135	1,400.00
14. Conc. Drywells - 15'	Each	3	-	3 3	500.00	1,500.00
15. Concrete Curbs Type "A"	Cu. Yd.	80.6	8.4	89 Type C 47 + 82 Type A	50.00	4,450.00
16. Extra for Approaches	Each	5	-	5 5	45.00	225.00

Subtotal Contract Bid Items - - - - - - - - - - - - - - - - - - $ 27,028.50

Engineering & Contingencies (20% of $ 27,028.50) - - - - - - - - - - - - 5,405.70

Total - $ 32,434.20

Est City share P.E. = 345.80

$ 32,780.00

NOTED
CHARD UNREIN

JAN 11 1968

1-8-68

FOR FILE

305-1491

7152

Prefix No. 305-1495

LOCATION PROSPECTUS
SCAPPOOSE (4TH ST.) SECTION
CITY STREET - COLUMBIA COUNTY

HIGHWAY: S. E. Fourth Street. Not on a Federal-aid or State highway system.

TERMINI: The northerly terminus is at the intersection of Columbia Avenue and S. E. Fourth Street, which point is approximately 1,500 feet east of M.P. 20.92 on U. S. Highway 30. The southerly terminus is at the intersection of S. E. Oak Street and S. E. Fourth Street, which point is approximately 1,500 feet east of M.P. 20.78 on U. S. Highway 30.

LENGTH: The overall length is approximately 0.15 mile.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans and specifications for a two-lane city street in Scappoose. Soils investigations will be conducted during the survey. There are no drainage problems anticipated. An economic analysis is not needed at this time.

TYPICAL SECTION: Forty-four-foot curb-to-curb street section.

BASE DESIGN: The tentative base design for construction is:

3 "	A.C.
2 "	Leveling
6-1/2"	Crushed Rock
4 "	Sand Blanket
15-1/2"	Total

NOTED
R. L. PORTER

MATERIALS: Investigations for suitable material will be made during the survey and referenced to the project.

UTILITIES: Routine utility adjustments will be made where necessary.

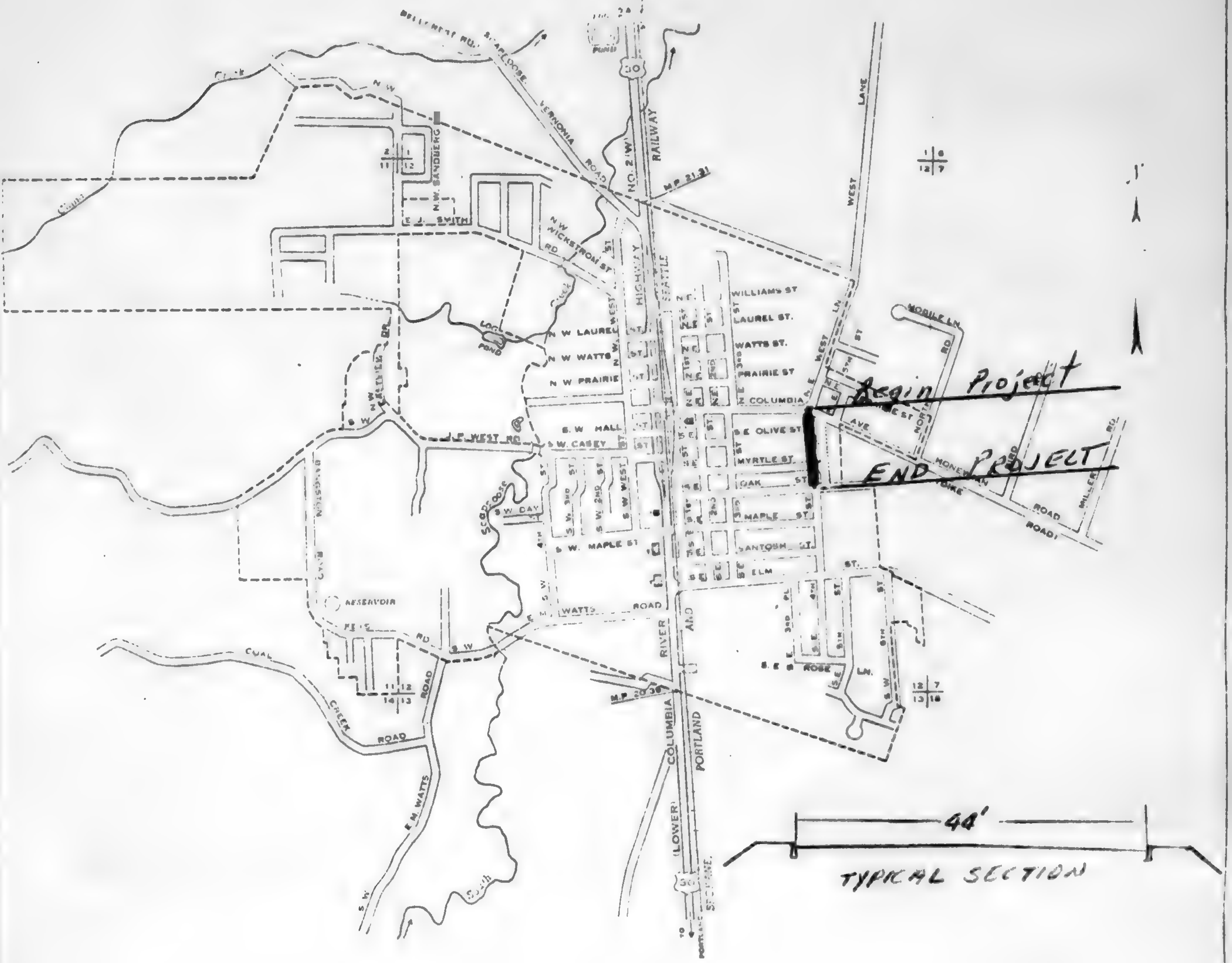
AGREEMENTS: Routine negotiatons for Special City Allotment project.

ADDITIONAL FACILITIES: There are no stream crossings, railroads or airports affected by this project.

NOTED
FORREST COOPER

PARKS: None.

January 8, 1968
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. W. Rulien (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young



SIGNED ROUTES

INTERSTATE
U.S.
OTHER

LEGEND

Post Office
School
R. R. Depot
Public Bldg
CH – City Hall
CT Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits.

SCAPPOOSE

COLUMBIA COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 1,0[illegible]

Scale in feet

Revised August 1967

SCA

Cou[illegible]etings First Monday of Every Month at 8:00 P.M.

CITY OF SCAPPOOSE

SCAPPOOSE, OREGON

October 5, 1967

NOTED
H. S. COX

State Highway Department
Mr. H. S. Cox, County &
City Engineer
Mr. Richard Unrein, Field
Engineer
Salem, Oregon 97310

Gentlemen:

This is to certify that the city of Scappoose, at the regular city council meeting held Monday, October 2, 1967, moved to make available the funds needed in excess of $25,000.00, should the highway commission look with favor upon the proposed street project, S. E. Fourth Street in Scappoose.

The council by unanamous vote pledged the amount and stated the funds will be available and will be placed on deposit upon the request of the State Highway Department.

Sincerely
Vivian R. Casswell
Vivian R. Casswell
City Recorder

Copy to:
Mayor Forrest M. Sanders
and City Councilmen

RECEIVED
OCT 11 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

S.C.A. INVESTIGATION DATA

City of SCAPPOOSE Date August 21, 1967 Division I
Street (s) S.E. 4th Street from Columbia Ave. to Oak Street
No. previous projects 1
Last project 1948 (year)
Total SCA Funds to date $ 8,100

EXISTING

Surface now in place: A.C. — Oil — Gravel X Concrete —
Surface width: 50± feet, Shoulder-shoulder width: 50± feet
C-C width: — feet, Right-of-way width: 60 feet

Remarks: Existing gravel - surface contaminated with poor gradation.
Serves new residential area & bus route for new grade school.
Met with City Treasurer & City St. Supt. - Said to restrict to S.E. 4th (Col. to Oak)
curb with no drwy's or S.W.'s. also met with C.V. [illegible] good project.

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 44 feet Shoulder width: — feet C-C width: 44 feet
Thickness of: A.C. 3 inches, Leveling 2 inches, Base 10 inches
Length: 750 feet, 0.14 mile. Type curb: "C"

Remarks: Construct Dry wells, as there is no drainage pattern available.

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	2,700	1.50	4,050.00
Drainage Excavation	c.y.	50	4.00	200.00
12" Culvert Pipe	lin. ft.	260	3.75	975.00
10" Base Material (1-1/2-0)	c.y.	1,600	3.75	6,000.00
2" Level Material (3/4-0)	c.y.	320	4.00	1,280.00
3" Asphalt	ton	710	10.00	7,100.00
Inlets	ea.	8	135.00	1,080.00
~~Manholes~~ 20' DRY WELLS	ea.	3	300.00	900.00
Concrete Curbs "C"	c.y.	47	45.00	2,115.00 X
— Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	55	5.00	275.00
Extra for Approaches	ea.	5	40.00	200.00
Adjust. Inlets and M.H.'s	ea.	—	—	—
Other Binder	All	All	L.S.	660.00

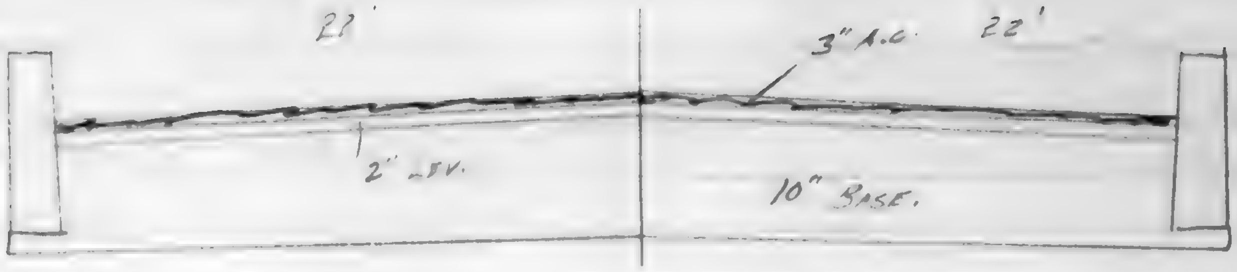
* Items include 10% allowance.

Total $ 24,835.00
Engineering & Contingencies (20%) 4,967.00
TOTAL $ 29,802.00
City's Estimated Share of Survey 241.70

TOTAL ESTIMATED COST $ 30,043.70
$ 30,000.00

C.B.E.
6"
2"
10
18"

7"
3"
2"
22"
1.83



GEN EXC. $\frac{1.8 \times 46.0 \times 800 \times 1.1}{27}$ = 2,700 c.y.

DR. EXC. = $\frac{2.5 \times 2.5 \times 220}{27}$ = 50 c.y.

10" Base = $\frac{.83 \times 44.7 \times 800 \times 1.43}{27}$ = 1,580 c.y.

2" Lev. = $\frac{.17 \times 44.0 \times 800 \times 1.43}{27}$ = 317 c.y.

3" A.C. = 88.3 × 8 = 706 Ton.

Curbs = .031 × 1500 = 47 c.y.

WATER = .0275 × (1897) = 52 M-GAL.

Binder = 4,400 × .15 = $ 660.00

Surety Est. $1500 $\frac{4,802}{29,802}$ = $ 241.70

SCAPPOOSE
S.E. 3rd ST.
8-21-67

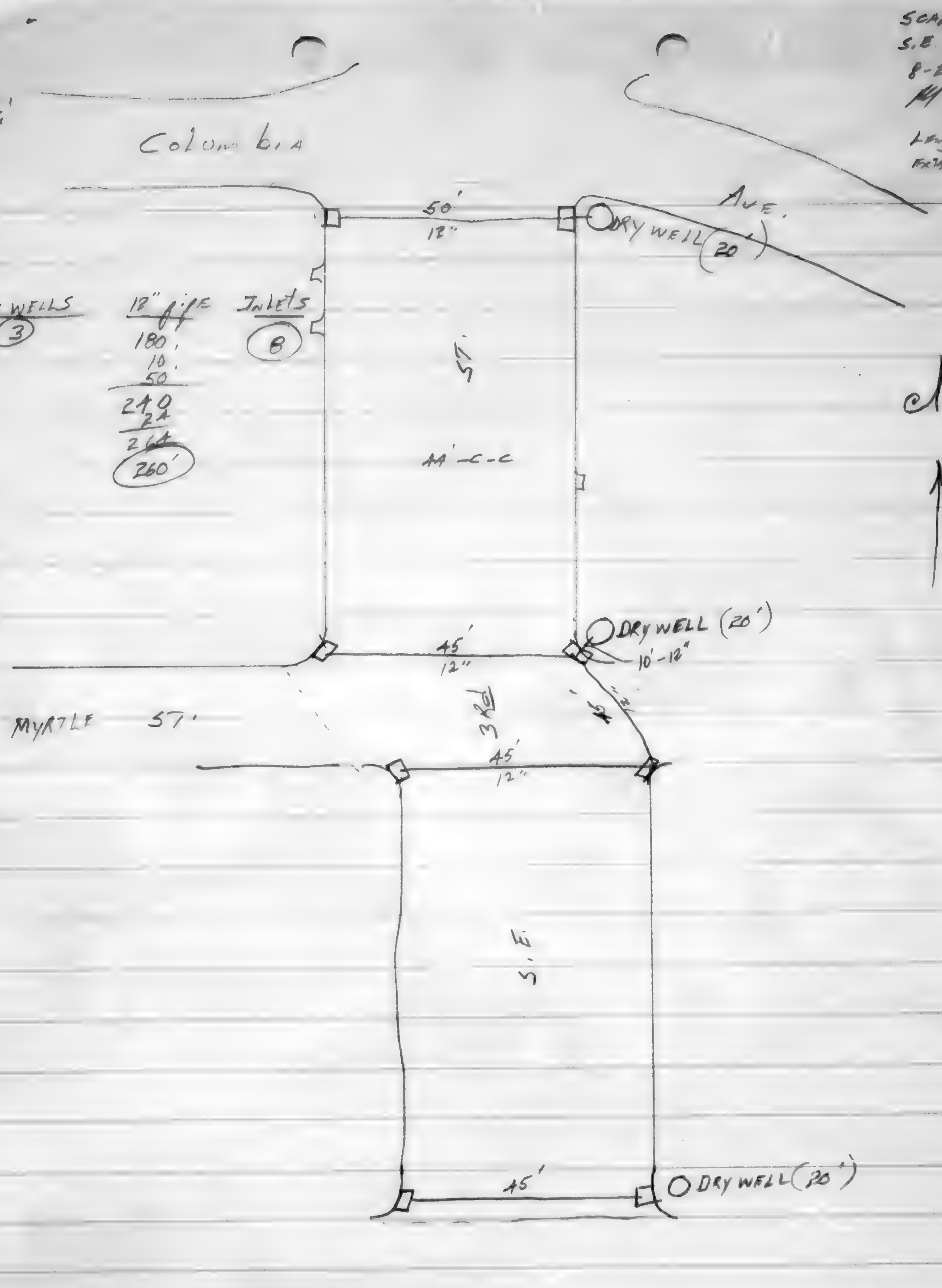
Length 850,
Exist. L. 50'
800'

4
13
18

DRY WELLS
(3)

12" pipe
180,
10,
50
240
24
264
(260')

Inlets
(8)



Cou eetings First Monday of Every Month at 8:00 P.M.

CITY OF SCAPPOOSE

SCAPPOOSE, OREGON

NOTED
H. S. COX

-5815

JUL 28 67

RECEIVED
JUL 31 1967
ENGINEER
COUNTY & CITY DIVISION

July 24, 1967

Forrest Cooper
State Highway Engineer
H. S. Cox
County and City Engineer
Salem, Oregon

Klaver

Gentlemen:

Enclosed please find two sets of project data sheets. One if for S. E. Fourth Street and one for S. W. Fourth Street. I made copies of both for my files.

Mr. Unrein called this office and indicated you would be out to investigate the proposed street projects soon. Because of this statement may I please state a few additional facts that might have some bearing on your decision? First if you take a traffic count and pictures now instead of after school resumes in September, you might not appreciate the true value of the streets to the city and it's residents, nor of the necessity of the improvements. Both these streets are heavily used for traffic to and from the schools. There is heavy foot traffic as well as vehicles delivering and picking up their children and this also includes the school busses.

The busses picking up children in the S. E. and S. W. areas, including the complete circle around the dike area, use S. E. Fourth as an arterial street access to the Grant Watts Elementary school. At the time the school was built the city granted a conditional use of the area zoned residential providing another arterial street other than the highway and Elm Street be provided.

S. E. Fourth Street is the only through street from the east area that can be used unless Third Street is used and then traffic to the school would have to back track down Elm Street. The way the schools are situated and the scheduling of students only through the 6th grade to Watts Elementary and 7 and 8 all at Petersen creates an additional traffic hazard with cars, buses and walking students using Elm Street to reach Petersen School and the High School.

Perhaps if the traffic check cannot be made when the streets are used the heaviest, you might contact the bus drivers as to their opinion for the necessity of these improvements.

We made application previously for S. W. Fourth and was denied. The city then improved a portion of the street. An application was made for Elm Street and denied. I observed the gentleman making the investigation and taking pictures in the afternoon on a summer day when there was no school activity and no to and from work travel. Elm Street was partially improved by widening to aid the added vehicular and foot traffic to the new elementary school.

The city feels that due to a rise in population of over 200 in the last two years which increases the vehicle and foot traffic, that this street is a definate necessity and asset to the residents of Scappoose and surrounding areas. We feel the highway traffic has increased to such an extent that arterial streets should and must be provided for local traffic other than the highway.

Our comprehensive plans and capital improvement both include the improvement and extention of arterial and collector streets, and lists these two streets.

We must promote optimum convenience in the movement of people and goods within and through the city. The city recently purchased property and moved a house in order to extend S. E. 4th. This is completed and the street cut to grade and graveled.

We respectfully request our application be given a through investigation and especially during peak hours of use.

If I can be of any assistance to you during the investigation please call. Copies of our comprehensive plan and capital improvement program are available at city hall. Also a street map ordinance, now being proposed for adoption is available for your study if needed.

Sincerely

Vivian R. Casswell

Vivian R. Casswell
City Recorder

RECEIVED
JUL 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

S.E. 4th Street

SCA

PROJECT DATA, CITY OF SCAPPOOSE Date July 14, 1967

To be financed by Special City Allotment Fund and necessary city funds.

Street name SOUTH EAST FOURTH STREET
(Locate project on attached map.)

Project length 1600 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ___ feet, width of shoulders: ___ feet

Curbed section; width curb to curb: 44 feet

Remarks See Attached letter

Surface now in place: Oil X Paving ___ Gravel X

Present surface width: Varies 60 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 50 & 60 feet

Additional right-of-way required? Yes X No ___

State to furnish right-of-way descriptions? Yes ___ No x

Give width of intersecting streets: 40 feet and 60 feet

Are intersecting streets curbed? Yes ___ No x

Remarks 10 feet additional right of way required from Oak to Elm Street

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: ___ feet

City to construct curbs? Yes X No ___

To be constructed as part of project? Yes X No ___

Length of desired radius on curb returns: 10 feet

Does city desire special type of curbs? Yes ___ No X

Explain: ___

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No x

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes x No____

Width of sidewalks to be constructed: 4 feet

Are sidewalks to be constructed only on one side of street? Yes____ No x

Are sidewalks to be constructed on both sides of street? Yes x No____

Give: Length to be constructed and On which side of street

Length to be constructed	On which side of street
1600 feet	N.___ S.___ E.___ W. X
1600 feet	N.___ S.___ E. x W.___

Should sidewalks be placed against curbs? Yes____ No X

Is utility strip required? Yes X No____; Width: 1.5 feet

Remarks BACK OF SIDEWALK TO BE ON PROPERTY LINE

STORM SEWERS -

Now in place? Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes____ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ________feet

Remarks CONSTRUCTION OF DRY WELLS WILL BE REQUIRED

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks ___

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes x No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes x No ___

How many? nine (9)

Must driveways be Portland cement to comply with city code? Yes ___ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No x (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No x

Electric poles? Yes ___ No x

Which company? ___
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No x

Which company? ___

Railroad tracks? Yes ___ No x

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No x

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes x No ___

Clearing? Yes x No ___

Base rock? Yes x No ___

Concrete curbs? Yes x No ___

Driveways? Yes x No ___

Remarks MOST OF GRADING AND BASE ROCK IS COMPLETED EXCEPT FOR SOME WIDENING BETWEEN OAK AND ELM STREET

GENERAL INFORMATION:

Are city finances available? Yes x No ___

When available? Date 7-1-67 with additional available 7-1-68

Has city established grade on street? Yes x No ___
(If yes, please include copy of data.)

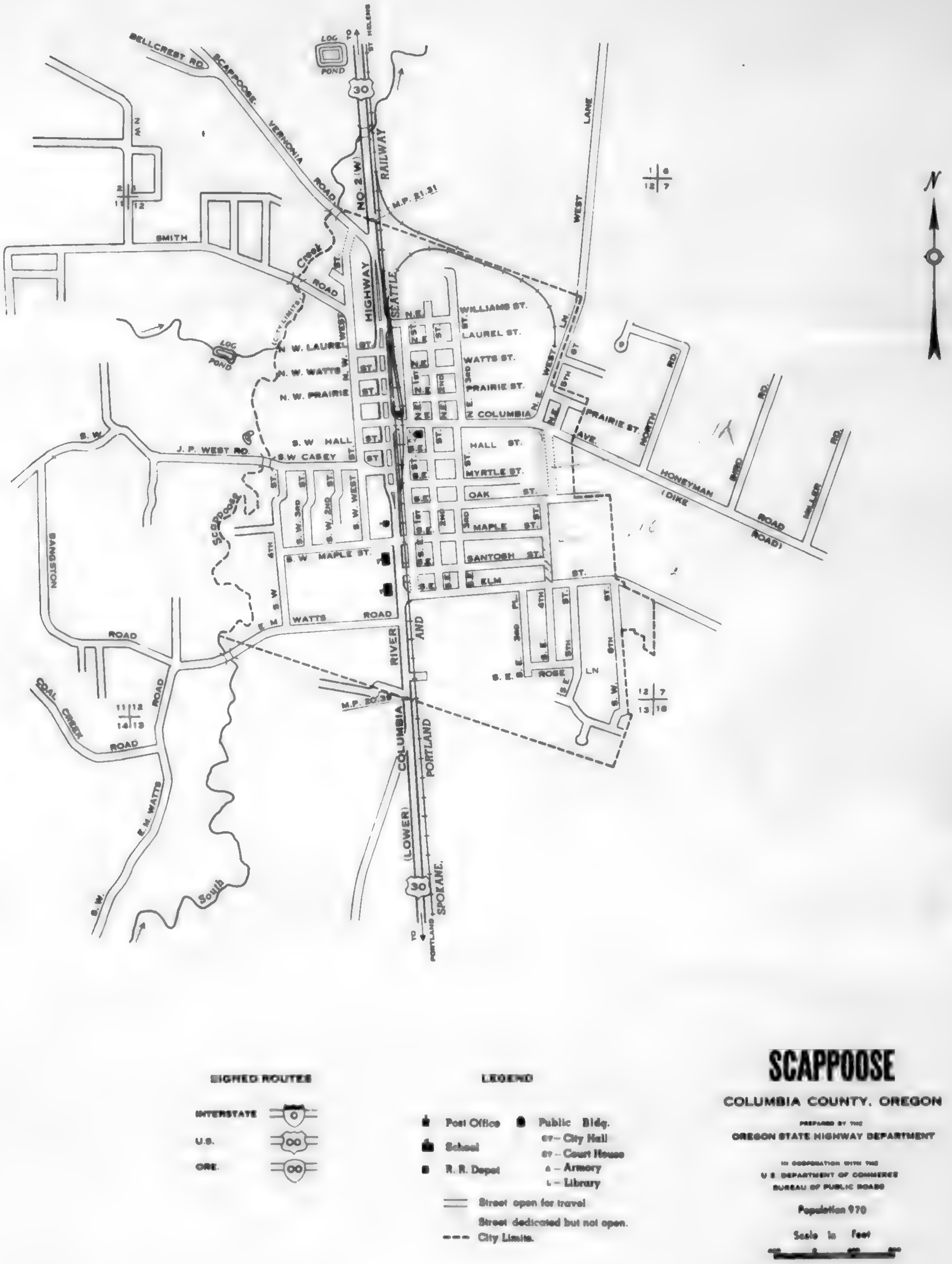
Please indicate site for disposal of excess excavated material: May be dumped at Fill at end of N. W. Fifth Street

General remarks: This improvement is needed due to traffic using this route as an arterial street. And due to the construction of a new grade school at the area near end of S. E. 5th Street and S. E. 4th Street, there is only one other arterial street leading to the school and it crosses the railroadtracks and highway. All busses, cars and foot traffic for the entire S. E. and N. E. sections of town use this street to reach the school as well as all students and parents residing in the dike area.

By Forrest I. Sanders Mayor

By Vivian R. Casswell
City Recorder ~~or City Manager~~

By Robert M. Swaney
City ~~Engineer~~ Surveyor



SCAPPOOSE

COLUMBIA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 970

Scale in Feet

Revised October 1965

STREET GRADES HAVE BEEN ESTABLISHED BETWEEN COLUMBIA AVENUE AND OAK STREET AS FOLLOWS:

Assummed elevation of 100.00 on existing pavement at centerline of Columbia Avenue, Station 0+00.

Grade of - 0.326% to elevation 97.48 on existing pavement at centerline of Oak Street, Station 7+73.

Grade from Oak Street to Elm Street will be held close to existing oil gravel.

6-5-67

NOTED
RICHARD UNREIN

RECEIVED
JUN 28 1967
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION NO. 43

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 (250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the State Highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic: and

WHEREAS, the City of Scappoose is an incorporated city of the State of Oregon and has a population of 1,140 as given by the latest official census: and

WHEREAS, the City of Scappoose has annexed certaub areas to the city which have not been included in the above official census which will increase the population of the city to approximately 1,542; and

WHEREAS, the following streets of said city, S. W. Fourth Street between Maple Street and J.P. West Street, and S. E. Fourth between Elm Street and Columbia Avenue, are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic,"; and

WHEREAS, SAID STREETS ARE AND EACH OF THEM IS IN NEED OF REPAIR, RECONDITIONING, AND OTHER MAJOR IMPROVEMENT:

NOW, THEREFORE, the embers of the City Council, in regular session assemble, do hereby find, declare, and resolve;

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be adminustered and spent by the highway commission.

4. That the City of Scappoose does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therfore does designate Lester Langdon, Councilman and Chairman of the Street Committee, as the official representative of the city in all negotiations resulting from this request.

PASSED AND APPROVED THIS 5th DAY OF June ,1967

APPROVED AND SIGNED BY THE MAYOR: June 5, 1967

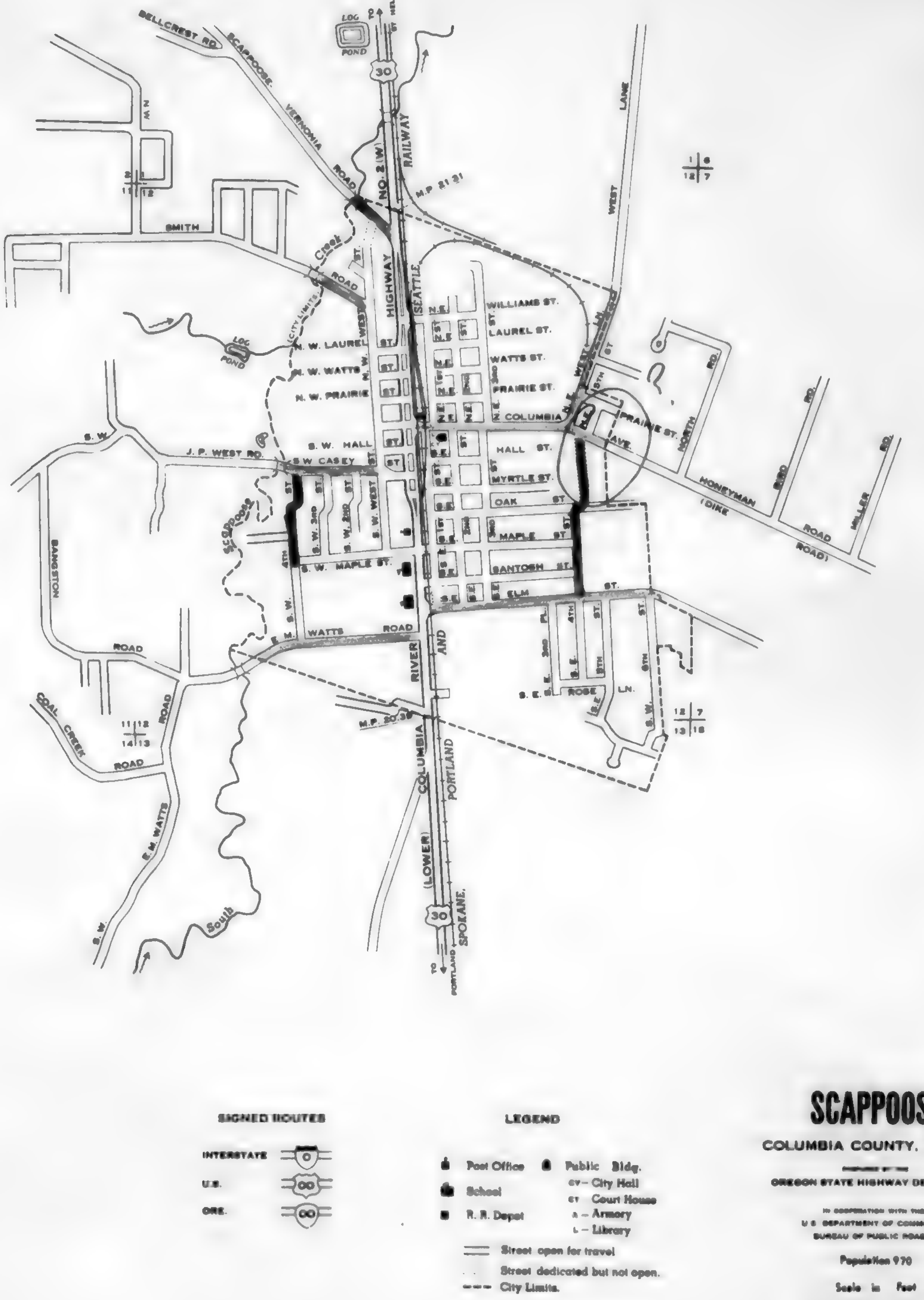
Forrest M Sanders
MAYOR

Vivian L. Criswell
CITY RECORDER

CITY SEAL

RECEIVED
JUN 28 1967
OREGON

NOTED
RICHARD UNREIN



SCAPPOOSE

COLUMBIA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 970

Scale in Feet

Revised October 1966

By Rll. [illegible]

C8A 3518 3-26-68

SU-565(1) Lane Community College (East 1968
30th Ave.) Interch. Sec., E. of
#7133 Eug. (Grad., Pav. & Struc.)

04A 3534

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 105547

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible] 1[illegible]		[illegible]

RECEIVED
COUNTY & CITY SECTION
APR 16 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ BE
☑ UPE ☑ CE ☑ RE ☑ RPE

Lane County
Board of Commissioners
Eugene, Oregon [illegible]

MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: [illegible] Ittig, Director of [illegible]			
Final Billing: Lane Community College [illegible] 3[illegible] [illegible] agreements dated [illegible], and [illegible] dated [illegible]			
County advance deposit [illegible]		[illegible]	
Less amount previously transferred		[illegible]	
Total			[illegible]5,[illegible].00
County share of construction costs		[illegible]	
Less amount previously transferred		[illegible]	
Total			[illegible]5,[illegible].50
[illegible] date			1,[illegible].50

ACKNOWLEDGMENT OF [illegible] REQUEST
Cash Received [illegible]
By ____________

RECEIVED
MAY 1[illegible]

Files

Claim 4510

FILED
[illegible]
CLAY MYERS
[illegible]

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

May 4, 1970

Armco Steel Corporation
6101 Dexter Street
Commerce City, Colorado 80022

Gentlemen:

This is to acknowledge receipt of your claim letter of April 28 with attached invoices informing us that Stach Construction Company, subcontractor, owes you for corrugated steel pipe - asphalt coated in the amount of $347.01.

This appears to be in reference to the Wildish Construction Co., Contract No. 7133 for grading, paving, and structure on the Lane Community College (E. 30th Avenue) Interchange Section of FAS 859 in Lane County.

The United Pacific Insurance Company through Allison & DeBar Insurance, P. O. Box 1972, Eugene, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL
FL[illegible]

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED [illegible]
5-11-70 CR

RECEIVED

cc: United Pacific Insurance Company
Allison & DeBar Insurance
Wildish Construction Co.
Commission
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

ARMCO STEEL CORPORATION
METAL PRODUCTS DIVISION

ARMCO

ADDRESS REPLY TO
6101 DEXTER STREET
COMMERCE CITY, CO 80022

REMIT TO
P. O. BOX 5685
DENVER, CO 80217

April 28, 1970

Floyd Query, Secretary
Oregon State Highway
Highway Building
Salem, Oregon 97310

Re: Highway Contract 7133, in Lane County
PRIME: Wildish Construction Company, Eugene, Ore.
SURETY: United Pacific Insurance Company

Dear Mr. Query:

July 29, 1969, we shipped corrugated steel pipe - asphalt coated to Stach Construction Company, subcontractor to Wildish Construction Company, prime contractor.

Copies of invoices are attached and made a part of this claim.

Payment has not been received and we submit our claim for material and interest on the past due account. Copy of interest invoice is also attached and made a part of this claim.

Claim amount $347.01

Very truly yours,

R W Sanders
R. W. Sanders
Credit Representative

Cc ✓

RWS:e

attachments

NOTED
FLOYD QUERY

cc: Wildish Construction Company
P.O. Box 1106, Eugene, Oregon 97401
Stach Construction Company
P.O. Box 730, Grants Pass, Oregon
United Pacific Insurance Company,
Tacoma, Washington ATTN: Bond Claims Dept.
M. R Ambuhl - Portland
John Gates - Medford
R. S. Shriver - Eugene

Armco Steel Corporation
Metal Products Division
CONTINENTAL [illegible]
ENGLEWOOD, [illegible]

REMIT TO:
P. O. BOX 5685
DENVER, COLORADO
80217

FORM C-6220-3

SALES NUMBER	SALES DATE	[illegible]	[illegible]	[illegible]
	7-26-[illegible]	[illegible]	[illegible]	[illegible]

SOLD TO

Stach Construction Co.
P. O. Box 730
Grants Pass, Oregon 97526

[illegible]
E. 30th Ave. Interchange
Eugene, Lane Co., Oregon

26 - 039

DISTRICT	TERRITORY	MARKET	PRODUCT	CREDIT REFERENCE	CUST. ACCT. NO.
51	5117-00-17	020	130	58-5 [illegible]	

ROUTE Haney-ONC PPD & ADD
F.O.B. Hillsboro

TERMS 1/2 10 Net 30

INTEREST CHARGED ON OVERDUE INVOICES. ITEMIZED TRANSPORTATION AND SALES TAX ARE NOT SUBJECT TO CASH DISCOUNT.

INVOICE DATE 9-29-69
INVOICE NUMBER 94-09-0035
DATE OF SHIPMENT [illegible]29-69
B/L NUMBER 94-0315

SALES TAX ☐ YES, IF NOT EXEMPTION

NUMBER ______ OR REASON: No Tax Oregon

DESCRIPTION

EST. [illegible] DATE 7-2[illegible]-69
PLANT ORDER NO. 74-1771

Corr. Steel Pipe - 170 - AsphaltCoated

INVOICE

ITEM	PCS.	GAGE	SIZE	UNIT		[illegible]	PRICE	AMOUNT
1	2	16	6		25 Deg. Ells, Fig. 2, R=18" A=36" V=25 Deg.	2	12.68	25.36
2	2	16	8		10 Deg. Ells, Fig. [illegible] A=3', V=[illegible]	2	11.96	23.92
3	2	16	8	94'6"	(8-20', 2-[illegible]'6")	180'	1.20	226.80
4	10	16	8		[illegible]	10	1.20	12.00
	2		8"		Cut Charge	2	1.82	3.64
								291.72
						Frt		29.61
								321.33

Prime: Wildish Const. Co. - Eugene, Oregon
Stach Const. Sub
OSHD Cont. 7133
Lane Community College Interchange

Price fob Plant - Acct. L.T.L. Qty
Fabricate Ells
Dip & INSPECT.

7-21-69

170 - 1618#

FORM D-1433

ARMCO
Armco Steel Corporation
Metal Products Division
CONTINENTAL NATIONAL BANK BUILDING
ENGLEWOOD, COLORADO 80110

P. O. BOX 5685
DENVER, COLORADO
80217

FORM G-0220-S

SALES NUMBER	SALES DATE	BUYERS NUMBER	BUYERS DATE	SHIP FROM	WANTED DATE

SOLD TO
Wildish Const. Co
P.O. Box 730
Grants Pass, Oregon 97526

SHIP TO

DISTRICT	TERRITORY	MARKET	PRODUCT	CREDIT REFERENCE	CUST. ACCT. NO.

ROUTE

F.O.B.

SALES TAX ☐ YES, IF NOT EXEMPTION

NUMBER ______ OR REASON:

TERMS
NET ON REREIPT

INTEREST CHARGED ON OVERDUE INVOICES. ITEMIZED TRANSPORTATION AND SALES TAX ARE NOT SUBJECT TO CASH DISCOUNT.

INVOICE DATE: 4-30-70

INVOICE NUMBER

DATE OF SHIPMENT

B/L NUMBER

EST. SHIP. DATE

PLANT ORDER NO.

DESCRIPTION
PAST DUE ACCOUNT

ITEM	PCS. GAGE SIZE UNIT	ITEM WGT.	QUANTITY	PRICE	AMOUNT
	Late Payment Charge.				
	7/29/69 Invoice # 74-07-0235 $321.33 Was due in full 8/29/69.				
	Interest - Late Pay Charge Sept 1969 - Through April 1970 8 Month @ $3.21				$25.68

IMPORTANT NOTICE

If payment is not received within terms, 1½% LATE CHARGE per month (18% Annual Rate) will be added to your account.

RECEIVED
MAR 5 - 1970
FOR FILING

SU-565(1)
7133

#7

February 10, 1970

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission at its meeting on February 3, 1970, considered your request for a 60-day time extension on Contract No. 7133 for the Lane Community College (East 30th Avenue) Interchange on FAS 659 in Lane County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 40-day extension without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc F. D. Morgan
V. E. Skoog
C. T. Keasey
Jim Cheney

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7133 Contractor Wildish Construction Company

Highway FAS 859

Section Lane Community College (E. 30th Ave.) Interchange

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Forty (40) days additional to correct and extend seasonal stop work period to June 3, 1969.

Recommended for Approval:

John Cruner II
Asst.
Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7133
Project designation SU-565(1) State-Federal
Date awarded May 24, 1968
Work started April 30, 1968
Per cent completed 100% August 15, 1969 Date
No. of Workdays Allowed (a) 51 (b) 218
No. of Workdays Used (a) 51 (b) 286
No. of Added Workdays Requested 68

E—330 (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 15, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 218 days to 286 days, within which to complete our Contract No. 7133, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Various days as shown on attached daily report.

Respectfully submitted,

WILDISH CONSTRUCTION COMPANY
Contractor

By J E Wildish

CONSENT OF SURETY

Date October 15, 1969

We, UNITED PACIFIC INSURANCE COMPANY

...., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Damon K Aeeson
Attorney-in-fact

Damon K Aeeson
Resident Agent

(SEAL)

RECEIVED
JAN 28 1970

FOR FILING

511-565(1)

7133

January 28, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 7
February 3, 1970 meeting

Wildish Construction Company, contractor on the Lane Community College (30th Avenue) Interchange in Lane County, Contract No. 7133, has requested an additional 68-day time extension because of wet weather and unstable soil conditions. An earlier request was considered at your August 19, 1969 meeting, at which time an 88-day extension was granted for the effect of exceptional August 1968 rains which halted all grading progress for the rest of that year. After taking into account a winter stop-work period, this first extension established a new completion time of June 9, 1969.

The seasonal stop-work order was lifted April 23, 1969. The indication then was that some grading work could proceed. Actually, the subsequent intermittent rains prevented effective work until June 3, or 40 days later. This was the natural result of the project having to hold over into a second grading season and absorb the moisture of a winter. The contractor could accomplish very little in the way of grading during this 40 days, so extension in this amount is recommended.

The project was completed August 15 with 68 days liquidated damages accrued at $150 per day. A 40-day extension will leave 28 days in effect in the amount of $4,200. This is a Secondary Urban project and does not require Bureau of Public Roads approval.

This matter will be on the agenda for your consideration at the February 3 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
C. T. Kessey

JAB:FW sr

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1970

SUBJECT: Lane Community College
(30th Ave.) Section
Contract No. 7133
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Wildish Construction Company has requested a second time extension on this project in the amount of 68 days because of wet weather and unstable soil conditions in 1969. An earlier request was considered at the August 19, 1969 Commission meeting at which time 88 days extension were granted which in effect deleted all liquidated damages during 1968 and provided a balance of 46 days for use in 1969. You may recall that this first request was questioned and the extension ultimately granted was on the basis that grading work was effectively halted as of August 15, 1968 when exceptional rains set in.

The project was under a stop work order from November 27, 1968 to April 23, 1969. The Resident Engineer and the Division Office have made a pretty thorough review of the project progress in 1969. Their reports are attached. It is their conclusion that in hindsight the stop work order should not have been lifted until June 3 because the late April and May weather permitted very little grading or surfacing progress, particularly on the subgrade lime treatment. The field therefore recommends a 40-day extension for this period between April 23 and June 3. The question becomes: Was the time from April 24 to June 3 (40 days) less useful than 40 days time from August 15 on would have been in a normal year? This would be from August 15 to September 25. I would have to agree that the late summer period would ordinarily be most productive. Having already acknowledged that the 1968 rain was exceptional, I would concur in not resuming the chargeable time until June 3 and therefore recommend the 40-day extension accordingly.

The project was completed August 15, 1969 with 68 days liquidated damages (after taking the approved time extension into account), so a 40-day extension would leave 28 days liquidated damages in effect. At the $150 daily rate, this would amount to $4,200. This is a Secondary Urban project and does not require specific Bureau of Public Roads approval. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw

Enc.

cc V. L. Gallagher

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LANE COMMUNITY COLLEGE (E. 30TH AVE.) INTERCHANGE
LANE COUNTY
WILDISH CONSTRUCTION COMPANY

CONTRACT NO. 7133
FAS 859

		UNIT "A"		UNIT "B"	
Bids Received	4-25-68	Grade "N" Line		All Work	
Work Started	4-30-68	Spec. 45 CWD		Spec. 130 CWD	
Contract Awarded	5-13-68	CWD	Cumulative	CWD	Cumulative
5-24-68	CWD Count started A & B				
5-26-68	Unit A Stop Work Order	3	3		
	(Wet Ground Conditions) 32 days				
6-27-68	Unit A Work Resumed				
8-13-68	Unit "A" Work completed	48	51		
8-15-68	Unit "B" Stop Work Order (Abnormal weather) 16 days			84	84
9-1-68	Unit "B" Resumed Work				
(9-30-68	Original 130 days would have elapsed)				
11-27-68	Unit "B" Stop Work Order 3 days			88	172
12-1-68 - 2-28-69	Winter - No count Dec., Jan., and Feb.			-	172
	Extended Winter Stop work 54 days				
4-24-69	Unit "B" Work Resumed				
	(6-9-69 130 days + 88 day extension expired)				
8-15-69	Unit "B" Work Completed			114	286
8-19-69	Time Extension approved by Commission		- 6		- 88
	6 days on Unit "A" 88 days on Unit "B"	=	45		= 198
Liquidated Damages			0		68 = $10,200

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 29 1969
CONSTRUCTION
DIVISION

Roseburg, Oregon
December 26, 1969

SUBJECT:
2nd Time Extension
Lane Community College
(30th Ave.) Interchange
FAS 859 Contract No. 7133
Lane County

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Enclosed herewith is the Contractor's Request for Increase in Number of Workdays to Complete Construction of the subject project. This is the contractor's second request, which amounts to an additional 68 calendar workdays. The original calendar workdays as specified was 130, with the Highway Commission granting an additional 88 calendar workdays. This brings the total calendar workdays to 218. You will recall that the time extension granted (to 218 calendar workdays) was based on delays experienced in the 1968 construction season.

The contractor's new time extension request is for 68 additional calendar workdays and is for the delays to the project occurring in the 1969 construction season. This project was placed on a shut down order during the winter months. By mid April weather conditions were such that we had good drying conditions and the sub-grade was determined to be satisfactory for the lime stabilization. The stop work order was rescinded on April 23, 1969. The next day there were showers and rain which continued with intermittent periods of fair weather until June 3. During this period the sub-grade was too wet to perform the lime stabilization. If the Resident Engineer and the Division Engineer could have foreseen the weather condition, the shut down order would not have been rescinded until June 3. It should be noted that after June 3, the remaining work progressed without any apparent delay.

It is therefore recommended that the contractor be granted 40 calendar workdays (April 23 to June 3) without the assessment of liquidated damges.

John Quiner II
JOHN QUINER II
Assistant Division Engineer

JQII:ejb
Attach.

68 days @ $150
= $10,200

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
December 4, 1969

SUBJECT: Lane Community College
(E. 30th Ave.) Interchange
FAS 859
Lane County
Contract No: 7133

To: Mr. C.T. Keasey
Division Engineer
Roseburg, Oregon

Attached here is the "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" on the subject project.

Contract time and liquidated damages (Calendar Workdays) are covered in the "General Special Provisions", dared July 1967.

This is the second request for a time extension submitted by the contractor. The first request covered a period between May 24, 1968 and November 27, 1968.

The State Highway Commission increased the calendar workdays by 88 for the period through the 1968 construction.

The total number of limiting calendar workdays allowed on the contract is 218. The total number of calendar workdays used is 286.

The contractor is furnishing you a chart on which he shows the per cent of work possible due to poor soil conditions and inclement weather.

We have also prepared a chart which shows substantially the same information.

The contractor is requesting that the State reconsider the time extension for the 1968 construction season as well as the 1969 construction season.

The project was under a stop work order between November 27, 1968 and April 23, 1969. No calendar workdays were charged during this period.

After the stop work order was rescinded, inclement weather and conditions resulting from inclement weather preclude any substantial quantity of work until June 3, 1969. The lime treatment was started on June 3, 1969 and, except for some finish work,was completed on June 7. The surfacing work was not started until one week after the lime treatment was completed. There is no apparent reason, except for inclement weather, why the contractor could not have started surfacing work immediately after the completion of the lime treatment.

I will recommend, due to inclement weather and conditions resulting from inclement weather for the period between April 23, 1969 and June 3, 1969, that the contractor be granted an extension of 40 calendar workdays.

James E. Chaney
Resident Engineer

cc: file
encl: 5-copies Request for Increase in Number of Workdays
Contractor's Letter of Transmittal
Contractor's Progress Chart (12 sheets)
Engineer's Progress Chart (5 sheets)
Folder containing copies of correspondence

WILDISH CONSTRUCTION CO.
EXCAVATING and SAND & GRAVEL
PHONE 746-2571
P.O. BOX 1106
EUGENE, OREGON - 97401

October 15, 1969

Mr. James E. Chaney
Resident Engineer,
Oregon State Highway Department,
2141 East 15th Avenue,
Eugene, Oregon 97403.

Re: Lane Community College
E. 30th Ave. Interchange
Contract No. 1733.

Dear Sir:

This letter may be considered a supplement to my letter of March 18, 1969 requesting additional contact days to complete the above mentioned project.

The grading problems as outlined before were the cause for delay. This activity by our sub-contractors was pursued diligently six days per week with no shortage of equipment.

The coordination of activities between different operations was extremely tight. Job reports will show that no time was lost except the delays because of weather and ground conditions.

The job reports show that after day count started on April 24, 1969 the rain delayed the grading with the exception of five days, until the middle of June. It rained every day during the last week of June.

The enclosed analysis of the operation shows that because of poor ground conditions and lack of drying weather through the life of the contract, additional costs have been borne by the grading contractor. These may be considered unforseen extra expenses which should be considered in this analysis of the project.

The winter shut-down added costs for moving out and in again, as well as maintaining the job and repairing the winter damage in the Spring. The delay caused the contractors to have higher labor costs because of wage escalations during the job.

RECEIVED
NOV 3 1969
JAMES E. CHANEY
Resident Engineer

In summation, according to the previous analysis if the 1968 season there were 36 chargable days. According to the enclosed daily analysis of the 1969 season there are, by the same method 49 days. This is 85 total calendar days that could be considered 100% workable during the contract.

The bridge sub-contractor did use many days that were unworkable for the grading.

In view of the above we are requesting that you review the original request for time along with this years analysis.

We respectfully request an additional time extention of 68 calendar days.

Very truly yours,

N E Wildish

Norman E. Wildish,

WILDISH CONSTRUCTION CO.

NEW/bht
Enc. Copy of Daily analysis
Copy of March 18, 1969 letter.

March 18, 1969

Mr. James E. Chaney,
Resident Engineer,
Oregon State Highway Department
2141 East 15th Avenue,
Eugene, Oregon 97401.

Re: Lane Community College
E. 30th Ave. Interchange
Contract No. 7133.

Dear Sir:

Regarding the above named project, in reference to the chargeable day count, we would like to present our request for a re-analysis of the conditions controlling the work progress.

1. SOIL CONDITION.
The soil is very unstable, wetter and less workable than originally expected. The fills were hard to build, compact and stabitize on the design slopes.

2. WEATHER CONDITIONS.
Extremely wet weather combined with poor soil made much of the construction season a loss to the grading contractor. A daily analysis of possible work is enclosed.

3. ADDITIONAL WORK.
The addition of the extra work consisting of paving the "N" line did not effectively delay the basic poject. It worked crews of the contractor which otherwise would have been idle.

4. LIME.
The lime requirement imposed an unexpected hardship because of the necessity of preparing a substantial segment of the sub-grade to be limed in an operation. This is especially true because of excessive rain periods.

5. BRIDGE.
The bridge contractor was delayed and put to extra work because of the heavy rains when he was commencing his operation.
His operation went slowly but this did not slow the entire job or contribute to the delay of over-all construction. The grading work could not be done because of soil conditions.

6. GRADING.
This is the operation that determined the time for the entire project. According to the enclosed daily analysis of the operation there were only 26 days that 60% or better of the project could be performed. This, transferred to a calendar day basis, represents 36 calendar days chargeable to the project prior to the shut down order, given on November 28, 1968.

The analysis given prompts us to hereby request a time extension for this period of 136 days. This will allow us 94 days to bring this contract to its completion.

Yours very truly,

Norman E. Wildish, Vice Pres.,

WILDISH CONSTRUCTION CO.

NEW/bht

RECEIVED
FEB 11 1970

FOR FILING

5U-565(1)

7133

February 10, 1970

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $6,000 will be made to Wildish Construction Company on Contract No. 7133 for grading, paving and structure on the Lane Community College (East 30th Avenue) Interchange Section of FAS 699 in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $525,540.97 including the post-final payment. Of the total $2,425.38 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Frank Morgan
Ivan Merchant
V. E. Skoog
 Attn: John Herr
C. T. Keasey

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N. E. LOMBARD • PORTLAND, OREGON 97218

281-7353

January 5, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query

Dear Sir:

In reference to your letter dated December 31, 1969 we wish to advise you that we have received payment by check in the amount of $1,041.25 from Stach Construction Company to cover our sandblasting and painting in connection with the Wildish Construction Company Contract No. 7133.

Thank you for your assistance.

Very truly yours,

A-1 SANDBLASTING &
STEAMCLEANING CO., INC.

Harlin Cornett
Harlin Cornett

HC:ah

TED
YD QU

Cec ✓

RECEIVED
JAN 6 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 8 - 1970

4445

FILED
JAN - 2 1970
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 2 2 27 PM '70
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

1122

December 31, 1969

A-1 Sandblasting and Steam Cleaning Co.
6117 N. E. Lombard
Portland, Oregon 97218

Attention: Harlin Cornett

Gentlemen:

This is to acknowledge receipt of your letter of December 23 advising us that Stach Construction Company owes you for sandblasting concrete and paint with silicone in the amount of $1,041.25.

From the description given in your letter, this appears to be in connection with the Wildish Construction Company Contract No. 7133 for grading, paving, and structure on the Lane Community College (E. 30th Avenue) Interchange Section of FAS 859 in Lane County.

The United Pacific Insurance Company through Allison and DeBar Insurance, P. O. Box 1972, Eugene, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

1-6-70 CR

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

cc Wildish Construction Co.
United Pacific Insurance Company
Allison & DeBar Insurance

Hon. Clay Myers - Please acknowledge receipt of the attached letter on the enclosed copy.

RECEIVED
NOV 24 1969
FOR FILING

SU-565 (1)

7133

November 21, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed August 15, 1969, on Contract No. 7133. The contract was with Wildish Construction Company and was for grading, paving and structures on the Lane Community College (East 30th Avenue) Interchange Section of FAS 859 in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 21, 1969, and that you concur in this procedure at the Commission meeting on December 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Kassey

srb sr

c

NOV 21 1969

SU-565(1)

7133

November 21, 1969

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7133 awarded to Wildish Construction Co. for grading, paving, and structure on the Lane Community College (E. 30th Avenue) Interchange Section of FAS 859 in Lane County was completed on August 15, 1969, and accepted by the Highway Commission on November 21, 1969.

Final payment in the amount of $22,196.98 will be released to the contractor after December 1, 1969. The total contract amount is $519,540.97 including $2,425.58 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey

SU-565(1)
7133

REPORT NO. 76

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Lane Community College (E. 30th Ave.) Interchange	WEEK ENDING: October 25, 1969
		SECTION PREFIX 520-1037
	HIGHWAY FAS 859	COUNTY Lane
NAME OF JOB Lane Community College (E. 30th Ave.) Interchange	KIND OF WORK Grading, Paving & Structure	
CONTRACTOR Wildish Construction Company	CONTRACT NUMBER 7133	FEDERAL AID PROJECT NUMBER SU-565(1)
DATE OF CONTRACT May 13, 1968	DATE WORK STARTED April 30, 1968	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	calendar SPECIFIED WORK DAYS 130	calendar WORK DAYS USED (b) 198
MEN: 0 SUPERVISION: 0	work SPECIFIED CALENDAR DAYS "N" Line 45	work CALENDAR DAYS USED (a) 51
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED (b) 152.3% (a) 100.0%
PROJECT AUTHORIZATION: $ 605,874.36		
EXCLUSIVE OF ENGINEERING: $ 555,848.04	ENGINEERING AUTHORIZATION $ 50,026.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
~~ESTIMATED~~ COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 529,762.37	THIS WEEK 720.12 ENGINEERING COST TO DATE $ 74,318.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100.0%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.7 %	PERCENT OF AUTHORIZATION 148.6 %	DATE PROJECT WAS COMPLETED: August 15, 1969 Semi-Final ~~XXXX~~ submitted October 23, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	~~XXXXXXXX~~ LIME TREATED SUBGRADE		
100	100	100	100	100	100		

	GRADING	SURFACING	~~XXXXXXXX~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.15	1.15	1.15	1.15	1.15
MILES PARTIALLY COMPLETED	1.15	1.15	1.15	1.15	1.15
MILES COMPLETED	1.15	1.15	1.15	1.15	1.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	161,000 CY	46,900 Ton	53,000 SqYd	011 42 Ton	10,270 Ton
TOTAL QUANTITIES CORRECTED TO DATE	161,701 CY	62,400 Ton	38,460 SqYd	25 Ton	15,459 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	161,701 CY	62,400 Ton	38,460 SqYd	25 Ton	15,459 Ton
AVERAGE DAILY QUANTITIES	0 CY	0 Ton	0 SqYd	0 Ton	0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 Ton	0 SqYd	0 Ton	0 Ton
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9781							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fog AM, Fair			
MONDAY	Fog AM, Fair			
TUESDAY	Fog AM, Fair			
WEDNESDAY	Fog AM, Fair			
THURSDAY	Cloudy			
FRIDAY	Cloudy			GLN GIFFORD
SATURDAY				

Morgan M
Decker
Bond B
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 2[illegible] 1969
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Three men working on semi-final.
TUESDAY	Three men working on semi-final.
WEDNESDAY	Threemen working on semi-final and completed this P.M. Sent to Salem this P.M. with Mr. John Quiner II, Assistant Division Engineer.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed SemiFinal and sent to Salem Wednesday P.M.

Lane County Public Works Department

SIGNED E. Chaney **LOCATION** Eugene

James E. Chaney, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

1816

FAS 859
Lane Co

NOTED
H. S. COX

October 14, 1969

RECEIVED
OCT 23 1969
ENGINEER
COUNTY & CITY DIVISION

Mr. Carrol Keasey
Division Engineer
Roseburg, Oregon

Dear Sir:

Lane County, in company with members of O.S.H.D. and the B.P.R., inspected 30th Avenue Interchange. The project was accepted as complete.

Final acceptance by the Lane County Commissioners will follow.

Very truly yours,

Gerald K. Attig
Director of Public Works Department

GKA:pw

cc: Jim Chaney
Cox

RECEIVED
OCT 21 1969
JAMES E. CHANEY
Resident Engineer

ROSEBURG DIVISION
RECEIVED
OCT 16 1969
ADE DOE
Assign .... For ....
Reply .... Action ....

NOTED
HAROLD
REYNOLDSON

NOTED
MAINUR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
SEP 26 1969
FOR FILING
SU-565(1)
7133

August 25, 1969 #5

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission at its meeting on August 19, 1969, considered your request for a 136-calendar workday extension on Contract No. 7133 for work on the Lane Community College (East 30th Avenue) Interchange on FAS 859 in Lane County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission increased the calendar workdays by 6 on the early unit and 88 on the overall project.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. A. Head, Assistant Secretary

aj

cc F. D. Morgan
V. L. Skoog
C. I. Kennedy
J. E. Chaney
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7133 Contractor Wildish Construction Company

Highway FAS 859

Section Lane Community College (E. 30th Ave.) Interchange

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED.** The reasons for such recommendation are as follows:

Excessive unseasonal rain and work added to the contract justify an extension of 88 calendar workdays to the overall project plus 6 calendar workdays for the early phase work.

Recommended for Approval:

John ... II
Asst. Division Engineer

Morgan
Construction Engineer or ~~Bridge Engineer~~

Klaboe
Assistant State Highway Engineer

Contract No. 7133
Project designation SU-565(1) State-Federal
Date awarded May 24, 1968
Work started April 30, 1968
Per cent completed 67%: April 17, 1969 Date
No. of Calendar Workdays Allowed (a)45 (b)130
No. of Calendar Workdays Used (a)51 (b)172
No. of Added Calendar Workdays Requested (a) 6 (b) 88

State Printing 27900

E -320 (Rev)--5M -5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 19, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 130 days to 266 days, within which to complete our Contract No. 7133, without the assessment of liquidated damages. The said contract is described as follows: Grading, Paving and Structure, Lane Community College (E. 30th Avenue) Interchange. Section FAS 859 Lane County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Excessive rain and poor soil conditions prevented the construction as outlined in the enclosed daily analysis.

Respectfully submitted,

WILDISH CONSTRUCTION CO.
Contractor

By Wildish

CONSENT OF SURETY

Date March 19, 1969

We, UNITED PACIFIC INSURANCE COMPA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Damon K Peerson
Attorney-in-fact

(SEAL)

Damon K Peerson
Resident Agent

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1969

SUBJECT: Request for Time Extension
Lane Community College
(E. 30th Avenue) Section
Contract No. 7133

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

You have asked for a discussion of the attached Time Extension recommendation. Admittedly this request posed a difficult problem. The Division Office and ourselves deliberated on it at some length before making a recommendation. In recommending some time extension, we were influenced favorably by the following:

1. The grading came to a complete halt as of August 15, with 68% of the grading accomplished. No further progress was made during 1968.

2. The specification allows extension for a cause "beyond control of the contractor." Some 5 inches of unseasonal rain in what would normally be prime grading time would seem to meet this requirement. It does not appear that the contractor is exploiting the weather as a reason to cover other shortcomings. He began the project very promptly (before award) and had adequate equipment available.

3. The significant amount of work added for surfacing the college spur line would ordinarily be a valid reason by itself.

4. A significant amount of liquidated damages would still remain in effect. We did not feel we were "bailing out" the contractor on a project that obviously had a short completion time requirement.

5. There is some precedent from past time extension decisions favoring extension when weather conditions exist which prevent work being accomplished.

On the last item, we think of the Claim Review Board's decisions sanctioning time extension on Burnside-Big Creek Contract No. 6773 and Corvallis Landscaping Contract No. 6828 for time during which we acknowledged work could not be performed. The difference was that these two instances involved wintertime which was not originally expected to be productive, whereas the time here should have been productive.

Under circumstances basically similar to the subject project, time extensions have been granted on three projects that I recall because of forest closures due to fire hazard. We would class these as unseasonal conditions (something less than an act of God) and our recommendation on the subject request form emphasizes this. A different aspect of weather as a reason for extension is set forth in the attached Bridge Division project recommendation for the next commission meeting (Contract 7167).

The specification wording is probably deliberately made broad enough to allow discretion in granting extensions and secure BPR concurrence. We have rejected weather as reason for extension for short periods and have likewise resisted the use of stop work orders for other than seasonal shutdowns due to weather influence, hoping that we thereby took into account as the contractor's risk the normal and expected weather stoppages.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fr
Attach.
cc: C. T. Keasey

RECEIVED
JUL 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 11, 1969

Routing
Morgan M
Decker
Bond
Walker
Gallagher

RECEIVED
JUL 1[illegible] 1969
CONSTRUCTION DIVISION

E
3

Oregon State Highway Commission

Request for Extension of Time
No. 1
August 19, 1969, meeting

Gentlemen:

Ross Brothers Construction Company, Inc., contractor for the construction of the Bachelor Butte Sand Shed at M. P. 165 on the Century Drive Highway in Deschutes County, Contract No. 7167, has requested that he be granted an additional 83 calendar days to complete the contract work without assessment of liquidated damages.

The contract allotted 90 calendar days which forecast a completion date of November 18, 1968. The work was actually completed May 14, 1969, with 172 calendar days charged. This is an overrun of 82 calendar days.

The building was complete except for painting on February 9, 1969. This contract was under a shutdown order February 9, 1969, to May 12, 1969, because the weather was not suitable for painting. Calendar days were not charged during the shutdown order period.

During the allotted time, the contractor lost nine days work time because high winds made the handling of rafters, plywood sheathing and aluminum roofing so hazardous that carpenters refused to report for work, effecting a virtual boycott of the job.

During the period of the 83 days charged after the expiration of the allotted time, the contractor was prevented from work for all of this time except for 15 days. Here again carpenters refused to work because of freezing rain, heavy snow and extreme cold.

Scarcity of labor and weather are not normally a reason for an extension of time without assessment of liquidated damages. The extremely severe past winter generated extenuating circumstances beyond the control of the contractor.

I recommend that the contractor be granted a 76-day extension without assessment of liquidated damages and that he be assessed six days liquidated damages at the contract rate of $50 a day or $300.

This item will be on the agenda for your consideration at the August 19 meeting.

Very truly yours,

[illegible]
[illegible] Cooper

Forrest Cooper
State Highway Engineer

Enc.

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. D. Morgan ✓
Ivan Merchant
V. E. Skoog
J. F. Putnam

Scarcity of labor and weather are not normally a reason for an extension of time without assessment of liquidated damages. The extremely severe past winter generated extenuating circumstances beyond the control of the contractor.

I recommend that the contractor be granted a 76-day extension without assessment of liquidated damages and that he be assessed six days liquidated damages at the contract rate of $50 a day or $300.

This item will be on the agenda for your consideration at the August 19 meeting.

Very truly yours,

Original Signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

Enc.

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. D. Morgan ✓
Ivan Merchant
V. E. Skoog
J. F. Putnam

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1969

SUBJECT: Request for Time Extension
Lane Community College
(E. 30th Avenue) Section
Contract No. 7133

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Wildish Construction Company has requested 136 Calendar workdays time extension on the subject project. The contractor cites excessive rain in 1968 and poor soil conditions, and has submitted a chronological statement of his 1968 productivity.

Workday count started on this project May 24, 1968 with 45 days allowed on an early unit (grading of the College Access Spur) and 130 calendar workdays for the total project. The contract amount was $444,000 plus, so the time allowed was knowingly very short in hopes of getting a one-season completion.

The contractor started work promptly and immediately encountered high natural ground moisture contents, but was able to make some progress on the grading so that it was about 68 percent complete by mid-August. Heavy rainfall occurred the last half of August which brought the grading to a halt, (but with the early phase spur line completed) and a stop work order was in effect from August 16 to September 1. No further grading progress was made in 1968. Progress on the overall contract continued, mainly on the structures work and on the surfacing and paving of the access spur which by then had been added to the contract by a $83,000 Price Agreement (it was originally intended that Lane County would do this work). The grading therefore has been the controlling factor on the project since it started.

In discussing this request with the Division Office, Mr. Quiner advises that the contractor had ample equipment and he is convinced the contractor set out to complete it within the time allowed.

The contractor apparently includes some days prior to August 15 in his request. We would regard the problems encountered up to August 15 as not being completely unforeseen and do not recommend extension for any part of the time up until August 15.

A winter seasonal stop work order was in effect from November 28, 1968 to April 24, 1969 during which no time has been counted. As of July 1, 1969, 241 days have been charged with 130 days allowed leaving 111 days of liquidated damages at the rate of $100 per day.

We believe the excessive rain in August of 1968 (about 5 inches in 2 weeks) was exceptional and effectively stopped grading progress for the rest of the year. We therefore recommend extension for all of the time that accrued between the resume work order of September 1, 1968 and the winter seasonal shutdown on November 28, 1968 or 88 calendar workdays. The attached chart may be helpful in putting these numbers in perspective. This would also allow time for the Price Agreement surfacing work which was added on the early unit, most of which was performed during the fall of 1968. This would eliminate all liquidated damages on the early unit (there are 6 days in effect) and would leave 23 days of liquidated damages in effect on the overall project as of July 1, 1969. Present estimated completion on the project is July 31, 1969 but the recent rainy weather may have an adverse effect. The effect now is not at all comparable to the situation last year, because all of the lime treatment of the subgrade has been accomplished. There may be a further request for extension, but we would prefer to consider it on its own merits if and when presented by the contractor.

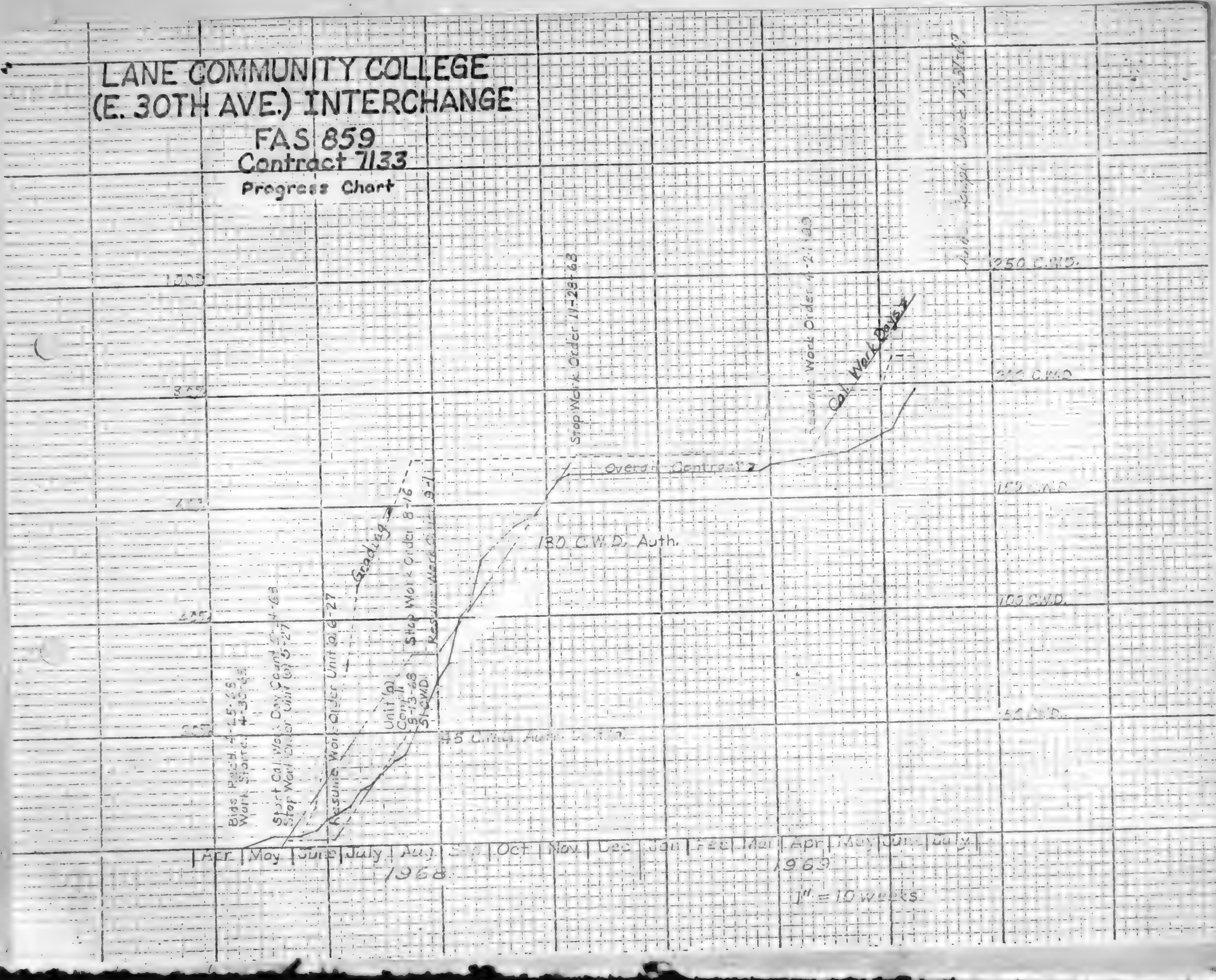
This is a Secondary Urban project so Bureau of Public Roads' formal approval is not required. A rough draft of a letter to the Highway Commission is attached.

F D Morgan
F. D. Morgan
Construction Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JUL 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

LANE COMMUNITY COLLEGE
(E. 30TH AVE.) INTERCHANGE
FAS 859
Contract 7133
Progress Chart



MAY 1968

	Possible work	Weather	Clearing	Grading	Drainage	Base	Paving	Bridge	Curb.
1		Fair	100%						
2		Fair	100%						
3		Fair	100%						
4									
5									
6		Cloudy	100%		50%				
7		Fair	100%	40%	50%				
8		Fair	100%	40%	50%				
9		Fair	100%	30%	50%				
10		Cloudy	100%	15%	50%				
11									
12									
13		Cloudy	75%						
14		Cloudy - Showers	75%						
15		Fair	70%						
16		Fair	80%						
17		Cloudy	60%						
18		Fair							
19		Rain							
20		Cloudy - Showers	50%						
21		Cloudy - Showers	40%						
22		Cloudy - Showers							
23		Cloudy - Showers							
x 24	0%	Rain							
25	x 0	[illegible]							
26	x 0	Rain							
27	0	Cloudy							
28	0	Cloudy							
29	0	Fair							
30	0	Fair							
31	0	Showers							

MAY 1968

	Possible Work	Weather	Clearing	Grading	Drainage	Base	Paving	Bridge	Curb.
1		Fair	100%						
2		Fair	100%						
3		Fair	100%						
4									
5									
6		Cloudy	100%		40%				
7		Fair	100%	40%	50%				
8		Fair	100%	40%	50%				
9		Fair	100%	30%	50%				
10		Cloudy	100%	15%	50%				
11									
12									
13		Cloudy	75%						
14		Cloudy - Showers	75%						
15		Fair	70%						
16		Fair	80%						
17		Cloudy	60%						
18		Fair							
19		Rain							
20		Cloudy - Showers	50%						
21		Cloudy - Showers	40%						
22		Cloudy - Showers							
23		Cloudy - Showers							
x 24	0%	Rain							
25	x 0	[illegible]							
26	x 0	Rain							
27	0	Cloudy							
28	0	Cloudy							
29	0	Fair							
30	0	Fair							
31	0	Showers							

MAY 1968

		6	7	8	9	10	11	12	13	
Ease	Paving	Bridge	Curb.							
										1
										2
										3
										4
										5
										6
										7
										8
										9
										10
										11
										12
										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
					Too Wet	DAY COUNT STARTS				24
										25
										26
					"					27
					"					28
					"					29
					"					30
					"					31

June - 68

	Possible work	Weather	Clearing	Grading	Drainage	Base	Paving	Bridge	Curb
x	0%	Rain							
x	0	Rain							
3	0	Fair							
4	0	Fair	50%		35%				
5	0	Cloudy mud							
6	20	Cloudy	40%	30%					
7	20	Cloudy		20%					
x 8		Fair							
x 9		Fair							
10	20	Fair		20%					
11	30	Showers		35%					
12	40	Fair		55%					
13	40	Showers		50%					
14	40	Fair		60%					
x 15		Fair							
x 16		Fair							
17	50	Fair		60%					
18	50	Fair		66%					
19	50	Cloudy		60%	50%				
20	50	Fair		75%	75%				
21	50	Fair		75%					
x 22		Rain							
x 23		Fair							
24	60	Fair		80%					
25	75	Fair		75%	50%				
26	75	Fair		80%					
27	75	Cloudy		80%					
28	40	Rained		50%					
x 29		Showers		25%					
30		Fair							
31				955					

June - 68

	rge Pass [illegible]		
1			
2			
3		Too Wet	
4	35%	''	
5		''	
6		''	Exc. material too wet to place
7		''	
8			
9			
10			Worked but material too wet
11			''
12			''
13			''
14			''
15			
16			
17			Used scrapers but too wet
18			''
19	50%		''
20	75%		''
21			''
22			
23			
24			Conditions improving slowly
25	50%		''
26			''
27			''
28			Rain stopped operation
29			
30			
31			

June - 68

	Possible Work	Weather	Clearing	Grading	Drainage	Base	Paving	Bridge	Curb
x	0%	Rain							
2	0	Rain							
3	0	Fair							
4	0	Fair	50%		35%				
5	0	Cloudy mud							
6	20	Cloudy	40%	30%					
7	20	Cloudy		20%					
x 8		Fair							
9		Fair							
10	20	Fair		20%					
11	30	Showers		35%					
12	40	Fair		40%					
13	40	Showers		50%					
14	40	Fair		60%					
x 15		Fair							
16		Fair							
17	50	Fair		60%					
18	50	Fair		66%					
19	50	Cloudy		60%	50%				
20	50	Fair		75%	75%				
21	50	Fair		75%					
x 22		Rain							
x 23		Fair							
24	60	Fair		80%					
25	75	Fair		75%	56%				
26	75	Fair		80%					
27	75	Cloudy		85%					
28	40	Rain		50%					
x 29		Showers		25%					
30		Fair							
31				975					

June - 68

			1	2	3	4	5	6	7
	Possible work	Weather	Clearing	Grading	Drainage	Base	Paving	Bridges	Curbs
x	0%	Rain							
x 2	0	Rain							
3	0	Fair							
4	0	Fair	50%		35%				
5	0	Cloudy mud							
6	20	Cloudy	40%	30%					
7	20	Cloudy		20%					
x 8		Fair							
x 9		Fair							
10	20	Fair		20%					
11	30	Showers		35%					
12	40	Fair		35%					
13	40	Showers		50%					
14	40	Fair		60%					
x 15		Fair							
x 16		Fair							
17	50	Fair		60%					
18	50	Fair		66%					
19	50	Cloudy		60%	50%				
20	50	Fair		75%	75%				
21	50	Fair		75%					
x 22		Rain							
x 23		Fair							
24	60	Fair		80%					
25	75	Fair		75%	50%				
26	75	Fair		80%					
27	75	Cloudy		85%					
28	40	Rain		50%					
x 29		Showers		25%					
30		Fair							
31				[illegible]					

June - 68

[illegible]	Pass	[illegible]	[illegible]	[illegible]				
								1
								2
						Too Wet		3
35%						''		4
						''		5
						''	Exc. material too wet to place	6
						''		7
								8
								9
							Worked but material too wet	10
							''	11
							''	12
							''	13
							''	14
								15
								16
							Used scrapers but too wet	17
							''	18
50%							''	19
75%							''	20
							''	21
								22
								23
							Conditions improving slowly	24
56%							''	25
							''	26
							''	27
							Rain stopped operation	28
								29
								30
								31

July - 68

	Possible Work	Weather	Clearing	Grading	Drainage	Base	Paving	Bridge	Curb
1	80	Fair		80%					
2	80	Cloudy		85%					
3	80	Cloudy		75%	60%				
x4		Cloudy							
5	50	Cloudy		40%					
x6		Fair		30%					
x7		Fair							
8	80	Fair		80%					
9	80	Fair		75%					
10	80	Cloudy		80%					
11	65	Showers Rained out 3pm		65%					
12	80	Cloudy		80%					
x13		Fair		25%					
x14		Rain							
15	50	Fair		60%					
16	50	Fair		20%		0			
17	60	Fair		40%		0			
18	60	Cloudy		55%		0			
19	50	Showers		50%		0			
x20		Fair		35%					
x21		Fair							
22	60	Fair		50%		75%			
23	70	Fair		60%		100%			
24	80	Cloudy		55%		100%			
25	80	Fair		55%		100%			
26	80	Fair		50%		100%			
x27		Fair		10%		100%			
x28		Fair							
29	80	Fair		35%		100%			
30	80	Fair		35%		100%			
31	0	Fair		10%	50%		100%		

July - 68

	Base	Paving	Bridge	Curb	Line		
						Conditions improved	1
						" "	2
						" "	3
							4
						Areas generally too Soft	5
							6
							7
						Detour line proceeding slowly	8
						because of high moisture	9
						"	10
						Rained out again	11
					100%	applied lime but grading stopped	12
					100%	" "	13
							14
					100%	"	15
	0				100%	"	16
	0				100%	"	17
	0					problems with compaction tests	18
	0					"	19
						"	20
							21
	75%					high moisture content slowball	22
	100%					"	23
	100%					" Base rock proceeding	24
	100%					" "	25
	100%					" "	26
	100%					" "	27
							28
	100%					" "	29
	100%					" Paving	30
0 "		150%				Traffic change to detour	31

Aug - 66

		Weather	Clearing	Grading	Drainage	Base	Paving	Bridge	Curb
1	0 %	Cloudy		10%	100%		100%		
2	0 %	Cloudy		20%					
x3		Fair							
x4		Fair							
5	80			90%	100%				
6	80	Fair		75%	100%				
7	80	Fair		85%	100%			100%	
8	80	Fair		75%				100%	
9	80	Fair		75%				100%	
x10		Fair		25%					
x11		Fair							
12	20	Cloudy		25%				100%	
13	10	Showers		25%				75%	
14	0	Rain						50%	
15	0	Rain		10%	20%	50%		25%	
16	0	Rain			10%	20%		25%	
x17		Rain							
x18		Rain							
19	0	Rain						25%	
20	0	Cloudy						25%	
21	0	Cloudy						25%	
22	0	Showers			25%			35%	
23	0	Rain							
x24		Rain							
x25		Rain							
26	0	Showers						30%	
27	0	Showers						30%	
28	0	Cloudy						35%	
29	0	Fair			40%			40%	
30	0	Fair			40%			45%	
x31		Fair							

U S - 66

			6	7	8	9	10	11	13	
[illegible]	[illegible]	[illegible]	[illegible]	Curb						
								Traffic change to detour		1
		100%s								2
										3
										4
						Grading improved moisture high but				5
							embankment possible			6
										7
			100%				"			8
			100%				"			9
			100%				"			10
										11
							"			12
			100%							13
			75%				Rained out			14
			50%				"			15
	50%		25%				"			16
	20%		25%				"			17
										18
										19
			25%				"			20
			25%				"			21
			25%				"			22
%			25%				"			23
							"			24
										25
										26
			30%				"			27
			30%				"			28
			35%				"	Too wet		29
%			40%				"	"		30
%			45%				"	"		31

Sept - 68

		Weather	Clearing	Grading	Drainage	Base	Paving	Bridge	Curb
X 1		Cloudy to much moisture							
X 2		Fair							
3	10%	Fair			75%			75%	
4	30%	Fair			75%	100%		80%	
5	30	Fair			75%	100%		100%	
6	10	Fair			80%			100%	
X 7		Fair - Fog							
X 8		Fair							
9	0	Showers A.M.			80%			100%	
10	0	Fog - A.M. - Fair			86%			100%	100%
11	0	Showers		10%				56%	100%
12	20	Cloudy				100%		50%	80%
13	10	Rain				50%		50%	50%
X 14		Rain							50%
X 15		Rain			20%				
16	0	Rain			10%			40%	50%
17	0	Rain				20%		40%	50%
18	0	Rain						40%	50%
19	0	Rain				50%		40%	50%
20	0	Rain				10%		40%	50%
X 21		Fair				50%			
X 22		Fair							
23	0	Fog A.M. - Fair				50%		80%	
24	0	Fog A.M. - Fair				25%		60%	
25	0	Fog A.M. - Fair				10%	20%	100%	
26	10	Fog A.M. - Fair		70%		10%	75%	100%	
27	20	Fair		20%			60%	100%	
X 28		Fair		10%			75%		
X 29		Fair							
30	20	Fog A.M. Fair		20%				100%	
31									

060

Sept - 68

	4	5	6	7	8	9	10	11	12	13	
age	Bases	Paving	Bridge	Curb							
											1
											2
0%			75%					Too much moisture			3
%	100%		80%					"			4
%	100%		100%					"			5
0%			100%								6
											7
											8
%			100%								9
%			100%	100%							10
			56%	100%							11
	100%		50%	80%							12
	50%		50%	50%							13
				50%							14
0%											15
%			40%	50%							16
	20%		40%	50%							17
			40%	50%	-Finished Curb						18
	50%		40%	50%	-Catch Basin-Radius						19
	10%		40%	50%							20
	50%										21
											22
	50%		80%								23
	25%		60%								24
	10%	20%	100%								25
	10%	75%	100%								26
		60%	100%								27
		75%									28
											29
			100%								30
											31

Oct - 68

		Weather	Clearing & Grading	Drainage	BASE	PAVING	Bridge	Curb
1	20%	FAIR	25%				100%	
2	20	Fog A.M. FAIR	25%				100%	
3	20	Fog A.M. FAIR	25%		60%		100%	
4		Showers			20%		80%	
x		FAIR						
x6		FAIR						
7	0	Cloudy					100%	
8	0	Cloudy		10%	10%		100%	
9	0	Cloudy	15%	10%	40%		100%	
10	0	RAIN			20%		80%	
11	0	RAIN			15%	10%	60%	
x12		RAIN						
x13		RAIN						
14	0	RAIN					50%	
15	0	Showers				30%	80%	
16	0	RAIN					50%	
17	0	RAIN				75%	50%	
18	0	Fog				40%	80%	
x19		Rain						
x20		Rain						
21	0	Showers		25%	10%		75%	
22	0	Showers		50%			75%	
23	0	FAIR					100%	
24	0	FAIR		20%			100%	
	0	Fog A.M.		40%			100%	
x		Fair						
x		FAIR						
	0	Cloudy	5%	100%			100%	
	0	Rain					80%	
	0	Showers					80%	
31	0	Fog					100%	
			203 95					

Oct — 50

	BASS	PAVING	Bridge	Curb		
						1
			100%		Drainage work	2
			100%		Tried grading No good	3
	60%		100%		" "	4
	20%		80%		Rained out	5
						6
						7
			100%			8
%	10%		100%			9
%	40%		100%			10
	20%		80%			11
	15%	10%	60%			12
						13
						14
			50%			15
		30%	80%			16
			50%			17
		75%	50%			18
		40%	80%			19
						20
						21
%	10%		75%			22
0%			75%			23
			100%			24
%			100%			25
0%			100%			26
						27
						28
0%			100%			29
			80%			30
			80%			31
			100%			

Nov. - 68

		Weather	1 Clearing	2 Grading	3 Draining	4 Base	5 Paving	6 Bridge	7 Curbs
1	0%	Fog - Cloudy		00	00	60	00	100%	
x2		Fog - Cloudy							
x3		Cloudy							
4	0	Cloudy						100%	
5	0	Showers						75%	
6	0	Rain						60%	
7	0	Rain						60%	
8	0	Rain						60%	
x9		Cloudy							
x10		Rain							
11	0	Rain						50%	
12	0	Showers						50%	
13	0	Rain						50%	
14	0	Showers						50%	
15	0	Cloudy						60%	
x16		Cloudy							
x17		Rain							
18	0	Showers						50%	
19	0	Cloudy						60%	
20	0	Cloudy						65%	
21	0	Rain						60%	
22	0	Showers						60%	
x23		Cloudy							
x24		Rain							
	0	Showers						50%	
26	0	Rain						50%	
27	0	Cloudy						50%	
28	0	Cloudy							
29	0	Showers							
x30		Rain							
x31	:								

29 30 x 7/5 : 35.62 Days

Nov. = 68

Base	Paving	Bridge	Curb	M Rail						
60	60	100%								1
										2
										3
		100%								4
		75%								5
		60%								6
		60%								7
		60%								8
										9
										10
		50%								11
		50%								12
		50%								13
		50%								14
		60%								15
										16
										17
		50%								18
		60%								19
		65%								20
		60%								21
		60%								22
										23
										24
		50%								25
		50%								26
		50%								27
										28
										29
										30
										31

RECEIVED
AUG 7 - 1969
FOR FILING
511-565 (1)
712

August 6, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 5
August 19, 1969 meeting

Wildish Construction Company, contractor on the Lane Community College (East 30th Avenue) Interchange Section, FAS 839, in Lane County, Contract No. 7133, has requested a 136-calendar workday extension. The contractor has based his request on excessive rain in 1968 and poor soil conditions.

This contract was established with 45 calendar workdays allowed for grading a spur road and 130 calendar workdays for the entire project. The contractor started work at the end of April 1968, but encountered high natural ground moisture which slowed his progress. Extremely heavy rainfall in late August 1968 (five inches in two weeks) effectively stopped all grading progress for the remainder of the year. A stop work order was in effect from August 16 to September 1 because of the heavy rain. We believe an extension from September 1 until November 28, when a winter seasonal shut down order was issued, or 88 calendar workdays, is justified.

Additional work totaling $83,000 was added to the contract to surface and pave the access spur route. This work was originally to have been done by the County but was done by the contractor at the County's request. Only this work and the structural work were accomplished in the fall of 1968 and reinforce the justification for the 88-calendar workday extension.

I recommend that the calendar workdays be increased by six on the early unit and 88 on the overall project. This will eliminate all liquidated damages on the early-phase work. The present anticipated completion date for the entire project is August 13, 1969, and an extension of 88 calendar workdays would leave 68 days on which liquidated damages would be charged amounting to $6,800.

This matter was verbally approved by Chairman Jackson on August 5 and will be on the agenda for your confirmation at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
C. T. Keasey
V. E. Skoog

DES:fw sr

RECEIVED
AUG 26 1969
FOR FILING

S-1-565(1)
7133

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION
AUGUST 19, 1969

Construction Division Federal-aid Contracts

Contract No.	Section	Days	Amount	BPR Participation
7133	Lane Community College (E. 30th Ave.)	88	1) $9100	All (Secondary)
7097	Pendleton	7	2) 2100	All

---

1) 6 days of this applies to early unit at $50 per day, eliminating all liquidated damages on it.

2) Project not yet on liquidated damages. The daily rate is $300 which would equal $2,100 if withheld.

JAB:fw

cc: F. B. Klaboe
V. L. Gallagher
V. E. Skoog
John Bond

RECEIVED
AUG 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1969
FOR FILING

SU-565(1)
7133

June 30, 1969

The Honorable Richard O. Eymann
State Representative
Star Route
Springfield, Oregon 97477

Dear Mr. Eymann:

Re: 30th Avenue Interchange, Judkins Point-
Goshen Section, Pacific Highway
Lane County

I am writing to you as a result of our conversation a few days ago concerning problems at the 30th Avenue Interchange south of Eugene.

Enclosed is a sketch map showing our proposed striping which will be accomplished after completion of the four laning by Lane County. I believe you can see by this plan that traffic should move much smoother with the two additional lanes easing the problem of the left turns.

It is expected that the County's project will be completed in some four to six weeks and, if you will bear with it until then, much of the problem should be eliminated. If not, we will re-evaluate the matter at that time.

A copy of this sketch will go to our field engineer so that this striping plan will be taken care of at the time of completion of the construction project.

Thank you for taking the time to discuss this matter with us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Ralph Sipprell
D. J. Barbee
C. T. Keasey - Enc.

DNS:jp srb

Enclosure

RECEIVED
NOV 7 - 1968

FORM 2130 (12-67)
511-565(1)
7133

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1968

SUBJECT: Lane Community College Connection
30th Avenue Interchange
Judkins Point-Goshen Section
Pacific Hwy - Lane County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

As verbally requested by you, a plan and construction estimate has been prepared providing for a grade separation and ramps between 30th Avenue and the frontage road connection to the Community College. The plan and estimate are attached. The construction cost will be $580,000. Right of way was not estimated, but it will involve approximately one-half acres of presently undeveloped land.

We would not recommend this as a solution to the traffic problems arising from the College.

D.J. Barbee

D.J. Barbee
Design Engineer

11-7-68

REFERRED TO
Barbee
By Asst. State Hwy. Engr.

DNS:jp
Attach

w/ file

RECEIVED
NOV 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

"W4" Line, 30th Ave. Interch.
Pacific Hwy
Lane County

[illegible]	[illegible]	Net	Allowance	Total	Unit Price	Amount
[illegible]	[illegible]					[illegible]
[illegible]	Cu. Yd.	[illegible]	18,986	113,316	0.45	51,762
[illegible]	Cu. Yd.	2,270	454	2,724	3.00	3,172
[illegible]	Lin. Ft.	[illegible]	12	72	5.25	378
[illegible]	Lin. Ft.	680	136	816	5.50	4,488
[illegible]	Each	1	—	1	160.00	160
[illegible]	Each	1	—	1	1,000.00	1,000
[illegible]	M-Gal	85	17	102	3.50	357
[illegible]	Sq. Yd.	13,200	2,640	15,840	0.30	4,752
[illegible]	Ton	165	33	198	30.00	5,940
[illegible]	Ton	4,889	978	5,867	1.85	10,854
[illegible]	Ton	[illegible]	293	1,760	1.85	3,256
[illegible] Base Coat	Cu. Yd.	44	9	53	4.00	[illegible]
[illegible] in Base Coat	Ton	[illegible]	1	8	40.00	[illegible]
[illegible] Coat	Ton	2	—	2	100.00	200
[illegible]	Ton	1557	311	1,868	6.00	11,208
[illegible] Guard Rail, Type 2	Lin. Ft.	200	40	240	2.85	[illegible]
		Subtotal				$105,770
		+40% Engineering & Contingencies				[illegible]
		Total Grading & Paving				$148,000
		Structure				432,000
						$580,000

F. B. Klaboe

RECEIVED
OCT 22 1968

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 21, 1968

SUBJECT: Lane Community College

To: MEMO TO THE FILES

On October 16, I arrived at the 30th Avenue Interchange at 7:15 A.M. to observe the flow of traffic into the Lane Community College. Since observing this traffic one week ago, the Highway Department constructed a right turn lane on "service station row" and an acceleration lane on 30th Avenue. Cones had been placed along the left hand edge of the acceleration lane on 30th Avenue (permanently) and temporary cones were placed down the center line of 30th to prevent left turns into the Alvey Substation Road. Without the aid of a police officer to direct traffic, the traffic moved very well through the right turn lane. As a comparison, I would say that the traffic moved the same as it had the week before without the right hand turn lane but with a police officer directing traffic. At the westerly entrance to Lane Community College from 30th Avenue two police officers were used to flag traffic between approximately 7:15 A.M. and 7:55 A.M. The traffic seemed to move very well in this area.

At 1:30 P.M. this date, I went to Lane Community College and contacted Mr. W. W. Cox, Dean of College Services. Mr. Cox and I discussed the traffic handling since our improvements at the end of "service station row" and 30th Avenue. During our discussion, Wally Rowland, Campus Policeman, came into Mr. Cox' office and sat in on our talk. Mr. Cox started the conversation by showing me a memo from Dr. Hammill, College President, indicating that he was very unhappy with the fact that we had placed cones along the left side of our acceleration lane thereby preventing a left turn from this acceleration lane into the Alvey Substation Road. He indicated that this was not our promise at the last meeting. With the aid of the campus policeman, I was able to convince Mr. Cox that these cones were necessary and that it was illegal to make a left turn from this acceleration lane.

NOTED
F. B. KLABOE

I indicated to Mr. Cox that we were going to proceed this date to place a portable concrete curb down the left side of the acceleration lane on 30th Avenue. Also beginning next Tuesday we will not place the cones down the center of 30th Avenue which have been for the purpose of preventing left turns onto Alvey Substation Road during the 7:00 to 8:00 A.M. rush hour. The placing of these cones each morning has required that one maintenance man be there in order to place the cones and take them down. It is very likely that after these cones are removed, the students wishing to use the Alvey Substation Road will cause traffic to back up down "service station row" blocking our right hand turn lane. Any blockage of this right hand turn lane could cause traffic to back up down "service station row" to where it could back onto the freeway at the McVay Interchange. We will continue to make observations next week to see how this develops.

Both Mr. Cox and Mr. Rowland indicated that they had had a large number of complaints from both students and faculty because they were unable to use the Alvey Substation Road. The persons doing this complaining have classes or offices which are more readily available to the parking lots serviced from the Alvey Substation Road. Both of these gentlemen were very strong in their request, as they had been in previous meetings, to redesign the connection from "service station row" so it could fit directly into the Alvey Substation Road. I advised Mr. Cox that we would study this plan and determine whether or not a design could be worked out. I advised him that I felt that there were numerous problems that would develop with this design but that we would study this proposal.

The traffic congestion at the west entrance from 30th Avenue will be improved somewhat next week with the use of a frontage road which begins approximately one-half mile west of the main entrance and connects to the college access road. By using this road, a steady flow of traffic can move from Eugene into the college. This will help eliminate the bottleneck at the left turn from 30th Avenue to the college access road. This should be in service about Tuesday or Wednesday of next week.

As a final note, I advised Mr. Cox that due to the extremely wet weather we have had the past weekend, that it is very doubtful that the new interchange would be completed this winter. We would, however, be able to complete the new structure and get 30th Avenue traffic back on the original alignment. This will help 30th Avenue traffic but present new problems for access into the college. These problems are presently being studied by the Division Office and recommendations will be made in the near future.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
cc F. B. Klaboe ✓
L. E. George
F. D. Morgan
Dale D. Allen

RECEIVED
OCT 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 14 1968
FOR FILING

SU-565(1)
713

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

October 11, 1968
Salem, Oregon 97310

To: MEMO TO FILE

SUBJECT: Traffic Problem in Vicinity of Lane Co. Community College
30th Avenue Interchange
Interstate 5

This memo is to serve as a file record that the writer accompanied Mr. Klaboe, Mr. Keasey and Mr. Quiner to a meeting involving the Lane County Community College Administrative Staff on September 8, 1968.

The subject of the meeting involved traffic operation on 30th Avenue both at the Interstate 5 southbound off-ramp terminal and at the main interchange on 30th Avenue in front of the college. Considerable traffic back up and delay resulted from the ramp traffic using the Alvey Substation Road to gain access to the campus from the east. This maneuver delays traffic to the point where it backs down the Interstate ramp onto the frontage road and from there back onto the freeway to the north.

The basic result of the meeting was an agreement by the college to try, on a temporary basis, the prohibition of left turns at the substation road which will force all campus bound traffic to the main entrance from the interchange on 30th Avenue. In addition, the Department agreed to construct and pave a separate right turn lane such that a free-flowing right-turn movement can be made from the off-ramp onto 30th Avenue.

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: F. B. Klaboe ✓
Tom Edwards
C. T. Keasey

RECEIVED
OCT 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 14 1968

Adm
Ore So
colleges A-Z

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 10, 1968

SUBJECT: Lane Community College Traffic Conditions

To: MEMO TO THE FILE

On Tuesday October 8, 1968, a meeting was held in the President's office of the new Lane Community College. This meeting was called by Dr. Robert Hammill, President of Lane Community College, to discuss the traffic problems at the access points to the new college campus. Those in attendance at this meeting are listed below:

Dr. Robert Hammill, President, Lane Community College
Bert Dodson, Administrative Assistant to the President, LCC
W. W. Cox, Dean of College Services, LCC
Wally Rowland, Campus Police Officer, LCC
Lloyd Passman, Eugene Register Guard Reporter
Corporal Carl Anderson, Oregon State Police
Jerry Attig, Lane County Engineer
Hugh Mitchell, Landscape Architect
F. B. Klaboe, Asst. State Highway Engineer, OSHD
L. E. George, Asst. Traffic Engineer, OSHD
C. T. Keasey, Division Engineer, OSHD
John Quiner II, Asst. Division Engineer, OSHD

The main purpose of this meeting was to discuss the traffic problems that had developed since the opening of the new Lane Community College on September 30, 1968. (I am attaching to this memo a report by G. L. Clark, Division Traffic Engineer, regarding an earlier meeting with LCC officials held on September 30, 1968).

The meeting was opened by Dr. Hammill with a brief rehash on letters he had received from the Oregon State Highway Department which indicated to him that the Highway Department had been studying over the past two years traffic handling solutions for the college traffic. At this point, the meeting generally turned into a "roundhouse" discussion of where the fault lies for the traffic problems they are experiencing.

During this period of the discussion, I advised Dr. Hammill that I would send to him a "Memo to the File" which I wrote after a meeting held on February 14, 1966 with college officials which indicated that the Alvey Substation Road would only be used as a maintenance road for service and faculty vehicles. This statement was rather a tender point with the college since they have developed their parking area to be served from both the Alvey Substation Road and the new interchange to 30th Avenue which is being paid for by Lane County. Mr. Klaboe explained that the Highway Department would not have any available funds to redesign the 30th Avenue Interchange at I-5 to allow a free movement from I-5 into the easterly entrance of Lane Community College. Mr. Klaboe further explained that there were many locations around the State where there was very high peak traffic and it was not economically feasible to design or construct for this peak volume traffic.

At this point in the meeting, we generally got down to "how" we could solve the traffic problems that now exist as quickly as possible. To recap briefly, the most serious spot is at the intersection of "service station row" and 30th Avenue where the traffic makes a right hand turn onto 30th Avenue and then immediately makes a left turn onto Alvey Substation Road which leads to the east entrance of the college. During the first week of operation, the college paid for police control at 30th Avenue and "service station row" and at the westerly entrance to the campus on 30th Avenue. Even with this police control, the traffic backed down "service station row" to the McVay Interchange and down the off ramp onto I-5. This condition existed on September 30, 1968, October 2, 4, and 7. On October 7, the college decided they did not need any police to direct traffic, therefore, a serious traffic problem developed that day until the Oregon State Police could get there and correct the situation.

I explained the solutions which we felt should be instigated to help solve the foregoing problems.

1. Continued police direction on 30th Avenue at "service station row" and the west entrance into the college at least until the new interchange on 30th Avenue was in operation.

2. During the peak traffic, which is 7:15 to approximately 8:15, left turns should be prohibited from 30th Avenue to Alvey Substation Road. This would be done by cones placed down the center line of 30th Avenue.

3. A new stop sign is to be placed stopping westbound 30th Avenue traffic at its intersection with "service station row".

4. The State, in cooperation with the county, would expedite the construction of a right hand turn lane on "service station row" and an acceleration lane on 30th Avenue for approximately 500'. (The acceleration lane will become the right hand lane of the four-laning project presently being constructed on 30th Avenue).

The college people were not generally in favor of prohibiting the left turn onto Alvey Substation Road but agreed to trying this as a means of speeding up the flow of traffic.

As a result of a question directed to me, I advised those present that if the weather cooperated, the interchange now under construction should be in operation by Thanksgiving. As a result of a very wet August, the construction on the interchange has been seriously delayed. The completion of the college parking lots has also been delayed because of this bad weather in August.

The meeting was adjourned with the general hope that the interim solutions to the traffic problems that were discussed at this meeting would alleviate the traffic congestion.

Traffic Conditions October 9, 1968:

I arrived at 30th Avenue and "service station row" at approximately 7:10 A.M. At this time a Lane County Sheriff's Officer was directing traffic with the aid of a flagman from the Oregon State Highway Department who had placed the cones in the middle of 30th Avenue to prevent the left turn onto Alvey Substation Road. The traffic was moving very well with the officers directing. The traffic gradually increased in volume until it reached a maximum at approximately 7:40. At this time, the traffic was stopped approximately halfway down "service station row" with cars moving slowly from the off ramp at McVay Interchange and from the McVay Highway over the freeway. From my vantage point at 30th Avenue, I could say that the traffic very nearly backed out onto the freeway but not quite. At the same time the traffic at the west entrance into the college was moving very slowly and was backed out onto 30th Avenue to the west approximately one mile and to the east toward the freeway approximately one-half mile. As a result of what I observed, traffic was directed from "gasoline alley" to the Alvey Substation Road for approximately 5 to 10 minutes in order to help alleviate the traffic congestion at the west entrance.

On the morning of October 8, I counted the cars that were making the right hand turn from "service station row' to 30th Avenue and then turning left onto Alvey Substation Road. Under these conditions, approximately 15 cars per minute (900 per hour) were making this movement. On the morning of October 9 there were 23 cars per minute (1380 per hour) making the right hand turn into 30th Avenue and proceeding west. This is approximately a 50% increase in traffic capacity as a result of preventing the left turn onto Alvey Substation Road. It was not learned until later in the day that the traffic congestion at the west entrance was created primarily by the method the officer was using in directing the traffic. He only allowed one direction to move at a time. Since the entrance into the college is four lane the eastbound and westbound traffic can move simultaneously into the college access road with police direction. The County Sheriff's office is being instructed to handle the traffic in this manner.

Meeting with Contractor October 9, 1968:

At 9:00 A.M. this date I had a meeting with Leonard Wildish and Norm Wildish of Wildish Construction Co. Also present at this meeting was Dale Allen, D.M.S., and J. E. Chaney, Resident Engineer. The purpose of this meeting was to coordinate the construction of the right turn lane at "service station row" and 30th Avenue. The State Maintenance forces will construct the right turn lane on "service station row" and the contractor will construct the acceleration lane on 30th Avenue. With everyone cooperating, it was decided that this right turn lane could be constructed by Friday and in service for the following Monday's traffic.

Also discussed at this meeting was how the remaining work on the new interchange could be expedited in spite of the poor weather so that the interchange could be opened to traffic by Thanksgiving time. It was generally decided that if the weather will cooperate, the interchange could be completed so that it would be usable this winter. The meeting was adjourned and by 11:00 A.M. both the State and the contractor were working on the right turn lane.

John Quiner II
JOHN QUINER II
Assistant Division Engineer

JQII/cw
cc F. B. Klaboe ✓
F. B. Crandall
L. E. George
Dale D. Allen
Corporal Carl Anderson
Oregon State Police

RECEIVED
OCT 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 14 1968
FOR FILING

Attn
[illegible]
Colleges A-Z

October 10, 1968

Dr. Robert Hammill, President
Lane Community College
4000 East 30th Avenue
Eugene, Oregon 97405

Dear Dr. Hammill:

I would like to take this opportunity to thank you for your interest in the traffic problems related to your new Lane Community College, and for calling the meeting on October 8, 1968, of all interested persons to discuss the traffic problems.

As I advised you at this meeting, I am forwarding to you herewith a copy of my "Memo to the File" regarding a meeting held on February 14, 1966. To my knowledge this was the first meeting held with Lane Community College and the Oregon State Highway Department regarding the anticipated traffic problems at the new Lane Community College. As you will note in the third paragraph of my memo, I requested that Alvey Road be used only as a maintenance road which would serve faculty and service vehicles.

As of this date, we are constructing a right turn lane on Service Station Row at 30th Avenue to help alleviate the congestion. This should be completed Friday, October 11, and in service for the following Monday's traffic.

I plan on observing the traffic next Wednesday morning, October 16, and will see you or Mr. W. W. Cox later in the day to discuss our progess.

Very truly yours,

John Quiner

JOHN QUINER II
Assistant Division Engineer

NOTED
F. B. KLABOE

JQII law
Attachment

RECEIVED
OCT 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Roseburg, Oregon
February 17, 1966

MEMO TO THE FILE

Meeting, February 14
Lane Community College

At the request of the Lane Community College, a meeting was held on February 14 at their temporary facilities, 200 N. Monroe Street in Eugene. Those in attendance at this meeting are listed below.

Dale P. Parnell, President, Lane Community College
Richard R. Rhodes, Balzhiser, Seder & Rhodes, Architects
Hugh S. Mitchell, Mitchell & McArthur
Chris Morgan, Balzhiser, Seder & Rhodes
G. K. Attig, Lane County Director of Public Works
Glen L. Clark, Division Traffic Engineer, O.S.H.D.
D. J. Sage, District Maintenance Supt., O.S.H.D.
John Sheldrake, Ass't. District Maintenance Supt, O.S.H.D.
John Quiner II, Assistant Division Engineer, O. S. H. D.

The main purpose of this meeting was to bring to the attention of the Highway Department the proposed development of the Lane Community College to be constructed in the vicinity of Interstate 5 and 30th Avenue, near Eugene. The attached map indicates the school's property and how it is situated in relation to this intersection. The new facilities for the college are to be in operation by the fall of 1968. It is estimated by Mr. Don Parnell, President, that the enrollment in 1968 will be 3,200 students and by 1976 they expect 6,500 students. Since this is a day college, it is anticipated that each student will generate approximately four trips (one way) per day thereby making approximately 15,000 ADT going to this college each school day.

Jerry Attig, Lane County Director of Public Works, pointed out that the County was going to construct an interchange on 30th Avenue as indicated on the attached map to serve the college. This will also include four laning of 30th Avenue. This interchange will also serve other proposed developments in the immediate area. Mr. Richard Rhodes, who is in charge of the land development, advised us that their plans at this time necessitated the use of what is known as the Alvey Substation Road for access to their easterly parking areas. I pointed out to Mr. Rhodes that any use of the connection at 30th Avenue to Alvey Road would be very dangerous and would be almost unusable to any large amount of traffic due to the configuration of its connection to the Diamond Interchange. I requested him to bring all of his traffic into the college from the new interchange to be constructed by the County. I suggested a frontage road connection running parallel with 30th Avenue from the new interchange which would connect these easterly parking areas. I also informed him that we would not refuse him access to the Alvey Road, but requested that this only be used as a maintenance road which would serve faculty and service vehicles.

It was brought out during the meeting that other traffic producing facilities were being planned in the immediate vicinity. On the northerly side of 30th Avenue at the new county interchange the Episcopal Chruch is planning a ten story hospital. On the southerly side of this same interchange, the Episopal Church is planning a day school. In the southwest quadrant of Interstate 5 and 30th Avenue Mr. Gonyea is planning to develop a motel and other relating businesses. There is presently underway a study by Cornell, Holland, Hayes & Merrifield for the development of water and sewer utilities throughout a 4,000 acre tract to be subdivided southerly of 30th Avenue between the proposed college site and the Eugene City Limits.

With all of the proposed developments in this immediate vicinity, the college developers are concerned as to whether our present interchange facilities at 30th Avenue Interchange and McVay Interchange are adequate. Mr. Glen Clark, Division Traffic Engineer has been requested to develop the traffic pattern and estimated traffic count on our present facilities in this area with the limited information that we now have available. It is my understanding that the data processing is nearing completion on the Eugene Transportation Study and if this is the case, possibly by this summer, information regarding the college traffic could be set into this program thereby giving us a much better idea of our anticipated needs.

Recommendations from the Division Office as to our possible needs to handle this new traffic will be made after Glen Clark's report is prepared.

John Quiner
John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
cc: F. D. Morgan
P. B. Crandall
Glen L. Clark

RECEIVED
OCT 1 1 1968
FOR FILING

SU-565(1)

7153

C

STATE OF OREGON
DEPARTMENT OF STATE POLICE
HEADQUARTERS
SALEM, OREGON 97310

October 8, 1968

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Tom Edwards
Assistant State Highway Engineer

Gentlemen:

We have attached a copy of a report concerning the traffic problem arising from the opening of the Lane Community College.

Perhaps this information may assist your department in your study of this problem. In the event we may be of further assistance, please advise.

Yours very truly,

Holly V. Holcomb, Superintendent

By John C. Williams

John C. Williams, Captain
Traffic Division

JCW/bb

Enclosure
cc: Captain Harrell
Lt. Baker

Copy - Crandall
10-11-68

NOTED
TOM EDWARDS

RECEIVED
OCT 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form 3a—25M—3-66

Time 2:30 PM

OFFICER'S REPORT

OREGON STATE POLICE

No.

Place Eugene, Oregon

County Lane

Subject HIGHWAY HAZARD AREA

October 6, 1968, 19

INTERSTATE 5 FREEWAY, south of Eugene Oregon

LANE COMMUNITY COLLEGE, 4000 East 30th Avenue, Eugene, Oregon

On September 30, 1968 the new facilities of the Lane Community College caused a serious back up of traffic in the heavy fog on Interstate 5 freeway during the morning rush hours south of Eugene, Oregon.

The college buildings and grounds are still under construction with the classes having commenced on September 30th. Also Lane County Public Works has not completed the four lane and main entrance interchange on 30th Avenue to the college. All Parking areas on campus are not completed, causing a shortage of parking. There are two entrances to the campus from 30th Avenue, one at the west under construction which is to be the main entrance and another close to Interstate 5-30th Avenue Crossing and frontage roads. This last entrance is poorly located off of a service road to Bonneville Power sub-station south from 30th Avenue on the west side of Interstate 5.

On September 30th the bulk of the estimated 2,700 cars parked on the campus were attempting to use this poorly located service road entrance. Even with the aid of two off duty deputy sheriffmembers, traffic could not be moved fast enough through the stop sign turning right onto 30th Avenue from McVay Secondary as traffic would be held up waiting to make a left turn to the service road. Local traffic on 30th Avenue is also heavy towards the freeway at peak traffic times. The stop sign, right turn and the immediate left turn along with heavy local traffic slows the flow to this two lane service road entrance. Traffic from Eugene on Interstate 5 and from Springfield on McVay Secondary were backed up for two miles each and traffic from the south across the 30th Avenue freeway crossing and I-5 exit ramp to the freeway. Also at one time traffic was backed up to almost Hilyard Street on 30th Avenue in Eugene. The tie up started about 7:00 AM and peaked about 8:30 AM, clearning about 9:15 AM. Four State Police patrols with three Eugene City Police patrols were dispatched to assist traffic and warn freeway users in addition to the four prearranged deputies directing traffic on 30th Avenue. No accidents were reported but near accidents were noted in the heavy fog on the freeway.

A meeting was held at the college with campus officials at 2:30 PM the same day regarding the problem. State Highway Department Engineer Glenn Clark, Lane County Public Works Luther Freeman, Lane County Commissioner Frank Elliott, representatives of construction contractors of the county road and campus grounds and Lane County Sheriff and State Police members attended. Plans were made to open more parking area, publicize use of the west entrance and sharing transportation, additional road signing to warn traffic and placement of the four deputies directing traffic. The completion of the widening of 30th Avenue and the main entrance interchange are not to be expected in the near future. An immediate need in highway construction is needed at the intersection of 30th Avenue and McVay Secondary (West I-5 frontage road) to expedite the flow of southbound

Form 3a—25M—3-60

No. ....

OFFICER'S REPORT

OREGON STATE POLICE

Time ....

County ....

Place ....

-2-

.............................., 19......

Subject HIGHWAY HAZARD AREA

traffic turning right onto 30th Avenue from McVay Secondary. The left turn to the adjacent entrance to the college off of the service road should be eliminated due to the heavy eastbound 30th Avenue traffic, more so when the four lane construction is completed. This service road entrance to the college possibly should be closed or an underpass for southbound traffic should be built under 30th Avenue to the west of McVay Secondary which would eliminate the traffic crossing four lanes of future 30th Avenue.

Patrols observed and assisted traffic on the following mornings of October 1 through 4. Little difficulty was experienced, especially on Tuesday and Thursday, as the heavy class loads are on Monday, Wednesday and Friday. A back up onto the southbound I-5 exit to 30th Avenue occurred Wednesday and Friday which was caused by the I-5 exit traffic having to stop at a stop sign and not being able to merge into the heavy southbound McVay Secondary backed up from 30th Avenue. A patrol was able to relieve the problem each time by stopping the southbound McVay traffic and directing traffic through the stop sign.

It is suggested that the stop sign be changed from the I-5 Southbound exit road to the McVay Secondary southbound lane. This would allow the traffic leaving the freeway to flow freely and eliminate the back up into the traffic lanes.

Continued patrol assignments will be made to observe and assist the traffic. It is not known how long the arrangements for deputy sheriffs to direct traffic on 30th Avenue will continue. If discontinued with the present highway intersections, a very serious traffic problem will exist.

Carl E Anderson

284-25 Carl E. Anderson, Corporal

RECEIVED
OCT 11 1968

FOR FILING
SU-566(1)
7133

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 2, 1968

3

SUBJECT: 30th Avenue Interchange
I-5
Lane County

To: Mr. L. E. George
Asst. Traffic Engineer
SALEM

As per our telephone conversation this date, I am forwarding traffic counts made at the ramp terminals with 30th Avenue on Tuesday, October 1 between the hours of 7:00 A.M. and 9:00 A.M. during the Lane Community College traffic rush.

As you know, traffic on the first day of class, Monday, September 30, backed up on I-5 nearly to the Glenwood Interchange and on McVay Highway to the vicinity of Wildish Sand and Gravel plant. Yesterday, October 1, the college reported approximately 700 less vehicles in their parking lots and there was no major backup of traffic. There was a minor backup on McVay Highway approximately 1000 ft. back from the 30th Avenue Interchange along gasoline alley.

This morning we had another major backup extending back of the McVay Interchange just to the beginning of the southbound off ramp. Traffic on McVay was backed up just beyond the braided intersection on the easterly side.

We can see no real immediate improvements which could be made to alleviate this situation other than possibly the installation of some signs directing college traffic to the north entrance which is served by the new interchange under construction on 30th Avenue itself. When the current construction project on 30th is completed, we hope to be able to provide a free-flowing right turn lane from McVay onto 30th which should further alleviate this situation. This will not be completed, however, for approximately two months. In the meantime, if you can suggest anything else, we would greatly appreciate it.

C. T. Keasey

C. T. KEASEY
Division Engineer

RECEIVED
OCT 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

CTK/cw
Enc.
cc D. J. Barbee
Dale Allen

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 96241

RECEIVED
AUG 23 1968
ENGINEER
COUNTY & CITY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-23-68	CC 1131		520-1037-997

Lane County
Courthouse
Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION			QUANTITY	UNIT PRICE	TOTAL PRICE
Att: G. K. Attig, Director of Public Works					
Original advance deposit	$411,800.00				
Amount transferred on cc-1123	361,800.00				
Balance		$50,000.00			
Additional deposit received 8-9-68		95,200.00			
Advance Deposit					145,200.00
Partial transfer of advance deposit for the Lane Community College (E. 30th Avenue) Interchange Section, FAS 859					90,200.00
Covered by agreement dated 7-24-67 and 3-5-68 and supplemental agreement dated 8-20-68.					
To be retained					55,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $..................
By..................

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
H. S. COX

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
R. H. PRANGE

RECEIVED
SEP 26 1968
FOR FI...

SU-565(1)

7133

3C-2

August 21, 1968

MISC. CONTRACTS and AGREEMENTS No. 5534

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon 97401

Attention: Ina Randolph
Director of Records & Election

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering surfacing, paving and curbing of the entrance road to the Lane Community College.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Attachment

cc H. S. Cox
(conformed agreement)

RECEIVED
AUG 15 1968
FOR FILING

SU-565(1)

7133

August 14, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7133, the Lane Community College (East 30th Avenue) Interchange grading, paving and structure project in Lane County, is anticipated. Wildish Construction Company of Eugene is the contractor. This is a County Secondary Project for which the original project authorization was $507,775.84. The present anticipated cost is $605,874.36, indicating an overrun of $98,098.52 or 19.3 percent.

The reason is work added to the contract at the request of Lane County to complete the surfacing and paving of the Lane Community College access road. The contract covered only the grading portion of this road as Lane County originally intended to let a separate contract for surfacing and paving.

On the agenda for the August 20 meeting will be an agreement with Lane County to increase the contract. It is recommended that this matter have your approval and that the project authorization be increased. The County has deposited with the Department its share of the estimated cost of this work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

DES:fw lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
C. T. Keasey

RECEIVED
AUG 21 1968

SU-565(1)

7133

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1968

SUBJECT: Overrun of Project Authorization
Lane Community College (East
30th Avenue) Interchange
FAS 859
Contract No. 7133

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a Report on an Expected Overrun of the Project Authorization on the subject contract. This project, for grading, paving and structures, is under contract to Wildish Construction Company of Eugene. The original project authorization was $507,775.84. The present anticipated cost is $605,874.36, indicating an overrun of $98,098.52 or 19.3 per cent.

The major reason for this overrun is due to work added to the contract to complete the surfacing and paving of the Lane Community College access road. The original contract covered only the grading portion of this work. The surfacing and paving was originally intended to be contracted separately by Lane County. The County now has asked that this work be done under the current contract and a Price Agreement to accomplish this has been processed. The amount of this Price Agreement is $83,101. The County has deposited with the Department the sum of $95,200 which covers the amount of the Price Agreement plus anticipated engineering and contingencies for the added work and has executed a supplementary agreement. Without this added work, the overrun would amount to $2,898.52 which is only 0.57 percent of the original contract.

It is recommended that the project authorization be increased by $98,098.52.

A rough draft of a letter to the Highway Commission is attached.

aug. 20
[illegible]

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:fw
Enc.
cc L. H. Young

RECEIVED
AUG 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 15 1968

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1968

SUBJECT: Lane Community College Interchange Section
East 30th Avenue, FAS 859
Contract No. 7133
Lane County

To: Mr. C. H. Maison
Controller

Attention John Herr

You have received a check in the amount of $95,200 from Lane County covering payment for additional surfacing, paving and curbing of the entrance road to Lane Community College in connection with subject project.

Receipt of this amount clears the supplemental agreement for Highway Commission approval, and allows release of the Extra Work Order for the additional construction.

R H Prange
R. H. Prange, Field Engineer
County and City Division

RHP:eb

cc Floyd Query
F. B. Klaboe
Tom Edwards ✓
L. H. Young
F. D. Morgan
John Bond
C. T. Keasey

NOTED
TOM EDWARDS

RECEIVED
AUG 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

C

Form E-372 (Rev. 10-66)

511-55-(1)
1123

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Lane Community College (E. 30th Ave.) Interchange Date July 24, 1968

Highway FAS 839 Contract No. 7133

County Lane Kind of Work Grading, Paving & Structure Contractor Wildish Construction Co.

	Authorized	Estimated
Contract Amount	$444,379.60	$528,912.00
Anticipated Items	3,000.00	3,000.00
Contingency (4½%)	20,132.08	23,936.04
Engineering 9%	40,264.16	50,026.32
Credits		
PROJECT COST	$507,775.84	$605,874.36

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 8-20-68

NET INCREASE $ 98,098.52 or 19.3%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
) E.A. No. 1 Flagging	$ 3,000.00	-0-
A. No. 1		
(C) Delete Item 11, Plant-Mix Stone Base 42,000 @ $1.85	77,700.00	-77,700.00
(U) Plant-Mix Stone Base 42,000 @ $1.75	-0-	+73,500.00
A. No. 2		
(C) Item 6 Trench Excavation 200 @ $3.00	2,340.00	+600.00
(C) Item 17 18" Culvert Pipe 290 @ $5.35	5,403.50	+1,551.50
(C) Item 18 24" Culvert Pipe 24 @ $6.85	1,096.00	+164.40
(U) Item A. Ditch Exc., Unclass 218 @ $2.25	490.50	
(U) Item B. Loose Riprap 150 @ $6.50	975.00	
(U) Item C. 8" Drain Pipe 450 @ $2.60	1,170.00	
(U) Item D. Special Backfill in Drains 110 @ $5.00 (over)	550.00	

Principal reasons for overruns (Continue on reverse side): To complete the surfacing and paving of the College Access Road. The existing contract includes only the grading portion of the access road.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer

Confirmed by John Cummings Asst. Division Engineer

APPROVED
DIRECTOR OF PUBLIC WORKS

Noted by John A. Bond for Construction or Bridge Engineer

Noted by W. Klabe ~~Deputy or~~ State Highway Engineer Asst.

SP*13760-734

(U) Item K. Concrete Inlet, Type D	1 @ $130.00	$ 130.00	
Total P.A. No. 2			+3,315.50

P.A. No. 3

(C) Item 6, Trench Excavation	300 @ $3.00	900.00	+900.00
(C) Item 7. Watering	970 @ $8.50	8,245.00	+1,295.00
(C) Item 10. 3/4"-0 Material in Base	1,800 @ $1.70	11,390.00	+3,060.00
(C) Item 15. Class "B" AC	3,600 @ $5.50	74,800.00	+19,800.00
(C) Item 21 Concrete Curbs	430 @ $38.00	18,620.00	+16,340.00
(C) Item 24 Type 1 Guard Rail-Salvaged Guard Rail	140 @ $1.05	840.00	+147.00
(U) Item A. Emb. in Place	Lump Sum	2,500.00	+2,500.00
(U) Item B. Furnishing & Placing Topsoil	1,500 @ $3.50	5,250.00	
(U) Item C. Plant-Mix Stone Base	14,000 @ $1.75	24,500.00	
(U) Item D. 12" Storm Sewer Pipe	170 @ $3.50	595.00	
(U) Item E. 8" Metal Drain Pipe	1,540 @ $2.60	4,004.00	
(U) Item F. Special Backfill in Drains	210 @ $5.00	1,050.00	
(U) Item G. Concrete Manhole, Type "B"	1 @ $250.00	250.00	
(U) Item H. Concrete Inlets, Type "CB-1"	5 @ $130.00	650.00	
(U) Item I. Concrete Islands. Type "C"	45 @ $34.00	1,530.00	
(U) Item J. Guide Posts, W-1	30 @ $8.00	240.00	
(U) Item K. Guide Posts, Y-1	110 @ $9.00	990.00	
Total P.A. No. 3			+59,059.00

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 6-13	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Lane
PROJECT REPORT NO. 4	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 5-24-68	PROJECT NO. SU-565(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lane Community College (E. 30th Ave.) Interchange Section of FAS 859

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-3-68	0.029
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 177,938	$ 72,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ______________________
~~(Division Engineer)~~
R. E. Simpson, Division Engineer

Date executed by Division Engineer May 24, 1968

NCLOSURE 1

PROJECT AGREEMENT NOTICE

NOTICE TO APPLICANTS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted by the applicant prior to any agreement for Federal financial assistance where the applicant will himself perform a federally assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Applicants for Federal assistance shall notify prospective federally assisted construction contractors of the Certification of Nonsegregated Facilities required by the May 9, 1967, order on Elimination of Segregated Facilities by the Secretary of Labor, as follows:

NOTICE TO PROSPECTIVE FEDERALLY ASSISTED CONSTRUCTION CONTRACTORS

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Examination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a federally assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Contractors receiving federally assisted construction contract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause:

NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a subcontract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Contractors receiving subcontract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause.

Oregon State Highway Department

Federal-Aid
Project No. SU-565(1)

LANE COMMUNITY COLLEGE (E. 30TH AVE.) INTERCHANGE SECTION

OF FAS 859 IN LANE COUNTY

Project agreement estimate.

Salem, Oregon, May 16, 1968

Type Code X281
30th Ave. U'xing #9781 (Sta. 107+50 to Sta. 109+45)(Contract No. 7133)

Shoring, Cribbing, Etc.	All Required		$ 3,250.00
Structural Excavation	560 cu.yd.	$ 5.00	2,800.00
Structural Excavation, Below Elevation Shown	50 cu.yd.	1.00	50.00
Furnish 10 BP 42 Steel Piling	1,910 lin.ft.	4.70	8,977.00
Drive Steel Piles	88 only	50.00	4,400.00
Splice Steel Piles	22 only	25.00	550.00
Class "A" Concrete (790 cu.yd.)	All Required		58,500.00
115'/120' Type 4 Prestressed Beams	18 only	3,000.00	54,000.00
Reinforcement (135,800 lbs.)	All Required		17,300.00
Air Compressor	11 hr.	40.00	440.00
Waterproofing	All Required		600.00
Two Tube Steel Railing	305 lin.ft.	15.00	4,575.00
8-inch Metal Drain Pipe, Type "A" Coating	140 lin.ft.	3.00	420.00
Preparation of Slopes	590 sq.yd.	4.00	2,360.00
3-inch Slope Paving	590 sq.yd.	6.00	3,540.00
	Subtotal		$161,762.00
	10% Engr. & Cont.		16,176.00
	Total		$177,938.00

Length of Project - - - - - - - 0.029 mile

Federal Funds -	$ 72,000.00
State Funds -	24,000.00
County Funds -	81,938.00
	$177,938.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

LANE COMMUNITY COLLEGE (30TH AVE.) INTERCHANGE SECTION

NONPARTICIPATING - STATE WORK

Temporary Protection and Direction of Traffic	All	Required		$ 5,425.00
Clearing and Grubbing	All	Required		9,000.00
General Excavation, Unclass.	161,000	cu.yd.	$ 0.35	56,350.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Rounding Cutbanks	4,400	lin.ft.	0.20	880.00
Trench Excavation	580	cu.yd.	3.00	1,740.00
Watering	2,000	M-gal.	3.50	7,000.00
Lime Treated Subgrade	53,000	sq.yd.	0.28	14,840.00
Lime for Treated Subgrade	600	ton	30.00	18,000.00
3/4" - 0 Material in Base	4,900	ton	1.70	8,330.00
Plant Mix Stone Base	42,000	ton	1.85	77,700.00
3/4" - 0 Aggregate in Prime Coat	270	cu.yd.	4.00	1,080.00
RC-800 Asphalt in Prime Coat	42	ton	40.00	1,680.00
Asphalt in Tack Coat	4	ton	50.00	200.00
Class "B" Asphalt Concrete	10,000	ton	5.50	55,000.00
12-inch Reinforced Concrete Bridge End Panels	420	sq.yd.	19.00	7,980.00
18-inch Culvert Pipe	720	lin.ft.	5.35	3,852.00
24-inch Culvert Pipe	136	lin.ft.	6.85	931.60
72-inch Culvert Pipe	66	lin.ft.	41.00	2,706.00
18-inch Paved Culvert End Slopes	18	only	45.00	810.00
Concrete Curbs	60	cu.yd.	38.00	2,280.00
Type 2 Guard Rail	880	lin.ft.	2.80	2,464.00
Salvaging Guard Rail	820	lin.ft.	0.60	492.00
Type 1 Guard Rail, Salvaged Guard Rail	660	lin.ft.	1.05	693.00
Type 2 Guard Rail, Salvaged Guard Rail	160	lin.ft.	1.15	184.00
				$282,617.60
Flagging (60% of Contractor's Cost)	All	Required		3,000.00
		Subtotal		$285,617.60
		10% Engr. & Cont.		28,561.70
		Total		$314,179.30

RECEIVED
MAY 23 1968

7133

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 16, 1968

SUBJECT: Lane Community College
(30th Ave) Interchange
FAS 859
Lane County

To: F. D. Morgan
Construction Engineer
SALEM

ATTENTION: T. W. Litchfield

With regards to your letter of May 10, 1968, and that of Mr. Chas. H. Strong, Chief Engineer for Eugene Water and Electric Board, dated May 1, 1968, please be advised that:

I have maintained a liaison with Mr. Jim Arens, Engineer, Lane County Department of Public Works, of Mr. Gerald K. Attig's office, concerning adjustment of utilities since about August, 1967.

Both Mr. Arens and myself have discussed the adjustment of EWEB facilities with Mr. Mel Damewood, Engineer for EWEB, on numerous occasions and Mr. Damewood was well aware that the adjustment of facilities would be handled by the County.

Mr. Arens has, as per subparagraph 6, page 3 of "Things to be Done by County" of the County-State agreement, caused the adjustments of all utilities in conflict with the subject project.

The adjustment of EWEB facilities is well underway in the field.

I suggest no further action be taken on the part of the State with respect to utility adjustments.

C. T. Keasey
DIVISION ENGINEER

by: John E. Holcomb
John E. Holcomb
FIELD UTILITIES
LIAISON ENGINEER

Routing
Morgan
Dueker
Bond
Barber
Walker
Glenn
Swan
Jen.cc

Freund E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
1968
CONSTRUCTION
DIVISION

RECEIVED
MAY 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 95155

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-15-68	CC 1133		5[illegible]-1237-[illegible]7

RECEIVED
[illegible] 16 1968
LEGAL & RIGHT OF WAY

Lane County
Courthouse
Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: G. K. Attig, Director of Public Works			
Advance Deposit			411,800.00
Partial transfer of advance deposit for the Lane Community College (E.30th Avenue) Interchange Section, FAS 859			361,800.00
To be retained			50,000.00

See ~~[illegible]~~ CC 1131

RECEIVED
MAY 16 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

ACKNOWL[illegible]

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NAME THE OREGON STATE HIGHWAY DEPARTMENT
STREET STATE HIGHWAY BUILDING
CITY SALEM, OREGON 97310

DESCRIPTION	DATE	INVOICE NUMBER	AMOUNT OF INVOICE	DISCOUNT	BALANCE
	APR3068	94,753	778.35		
	APR3068	94,727	60.00		838.35
INTERCHANGE - 30TH	APR3068		411,800.00		412,638.35

DIRECTOR OF FINANCE AND AUDITING
LANE COUNTY, OREGON
EUGENE, OREGON

96-17
1232

PAY TO THE ORDER OF	DATE	CHECK NO.	DOLLARS	NET AMOUNT
THE OREGON STATE HIGHWAY DEPARTMENT	APR3068	22339	~~$412,638.35~~	412,638.35

COPY

EUGENE MAIN BRANCH
THE FIRST NATIONAL BANK
EUGENE, OREGON

LANE COUNTY, OREGON
DEPARTMENT OF FINANCE AND AUDITING
James N. Schmidt

⑆1232⑈0017⑆ 0 65094 3⑈

NOTED
DON HARWELL

Fred W. Hill, Member
Helix
Thaddeus Bruno, Member
Portland

NOTED
H. S. COX

April 26, 1968

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Gentlemen:

On April 25, 1968, a satisfactory bid was received from the Wildish Construction Company of Eugene for constructing the Lane Community College (East 30th Avenue) Interchange Section of FAS 859. As per agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid items	$444,379.60
Flagging	3,000.00
13-1/2% Engineering and contingencies	60,396.25
Total cost of project	$507,775.85
Lane County FAS Funds	120,000.00

100% County funds	$387,775.85
County's 20% share of $120,000 FAS Funds	24,000.00
County's advance deposit	$411,775.85

Rounding this amount, the deposit will be $411,800.

Please make this advance deposit in the amount of $411,800 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

HR
Harold Reynoldson
Planning Engineer

HR:sch

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

DOCUMENT
JUN 21 1968
FOR FILING

SU-565(1)

7133

C

Bids rec'd
Apr 25

May 13, 1968

Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on May 2, 1968, accepted your proposal for grading, paving and structure on the Lane Community College (East 30th Avenue) Interchange Section of FAS 859 in Lane County for the sum of $444,379.60 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Lane County is received and the sum of $411,800 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7133. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday counts on this contract will begin May 24, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm
Enclosures

bc
Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
James Chaney
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
APR 18 1968
FOR FILING

SU-565(1)

7133

April 17, 1968

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 3534

Attention: Ina Randolph
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Lane Community College (East 30th Avenue) Interchange Section on FAS 859.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed agreement)

710.13

ORM PR-48
REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 4/3/68

BY (Signature) Mr. Young's March 18, 1968 letter

TITLE

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

AGE 1* EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 989 THRU 991

M O.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
9	S-519(2)	1.06	$164,000	$ 98,400	Maxfield Corner-Ward Road	G.P. - 2 Strucs.
90	S-565(1)	0.03	230,000	72,000	Lane Community College-30th Ave.	1 Struc.
1	S-23-106(01)	3.76	270,000	162,000	Bully Creek Reservoir-Vale-West Hwy	G.P. 1 Struc.

1/3-68

Young 4-8-68

~~Remarks (Division)~~

On Item 990 (Lane Community College-30th Ave.) we acknowledge acceptable compliance with Section 204 of the Demonstration Cities Act of 1966 as submitted by Mr. Prange's March 8, 1968 letter. This project does not fall within the urbanized area of Eugene, therefore, is not subject ot the provisions of Section 9 of the Federal-aid Highway Act of 1962.

Pursuant to paragraph 9f of PPM 21-1 the Federal funds shown shall be construed as a firm commitment unless modified prior to project agreement stage.

On Item 991 (Bully Creek Reservoir-Vale-West Hwy) reasons for deviation from your minimum design standards for the 18° curve submitted by Mr. Prange's March 18, 1968 letter are acknowledged.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than noted above or the minimum design standards as approved March 23, 1968, this office should be notified of such proposed exceptions and reasons thereof.

ORIGINAL SIGNED BY
F. B. KLABOE

RECOMMENDED		APPROVED	
TE	SIGNATURE AND TITLE	DATE 4/3/68	SIGNATURE AND TITLE R.E. Simpson, Division Engineer

Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section (30th AVENUE) LANE COMMUNITY COLLEGE Highway F. A. S. 859 County Lane Prefix ______

Res. Engr. ______ Approx. Length ______ Miles. Sta. ______ to Sta. ______ Date 3-22-68

Truck A.D.T. 567 Traffic Coefficient 8.9 18 kip s.a. per day 160.6 (Automobiles not considered.)

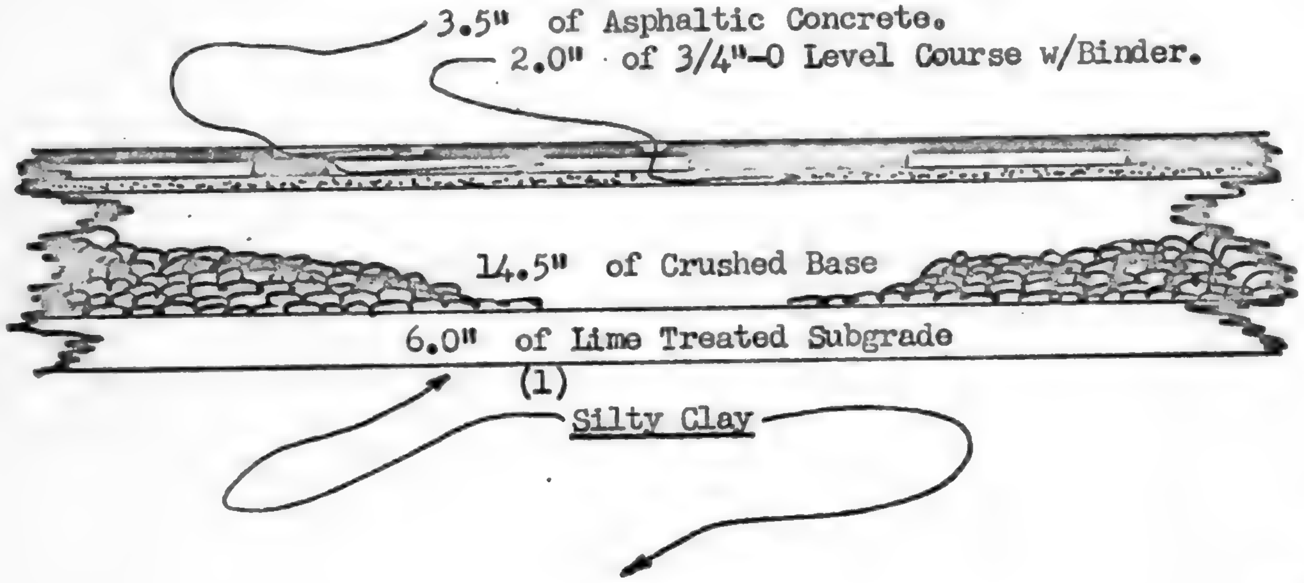
Annual Precipitation 42"+ Frost Penetration - - - - - - - - -.

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	1.5	1.5	Level
	14.5	14.5	Cr. Base
	5.0	6.0	L.T.S.
28.0	28.0	25.5	

(1)
Typical Soil

55	LL
27	PI
100	%P 10
76	%P200
0	%Gravel
0	%C Sand
24	%F Sand
44	%Silt
32	%Clay
11	"R" Value

NEW WORK


3.5" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
14.5" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Silty Clay

AASHO CLASSIFICATION:
A-7-6 (18)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
F. B. KLABOE

Submitted by C. J. Gray for Staff Assistant

Recommended by C A White Engineer of Materials

Recommended by Asst Construction Engineer

Approved by Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer
County-City (2)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ___ Pages

Section (30th AVENUE) LANE COMMUNITY COLLEGE Highway F. A. S. 859 County Lane Prefix ___

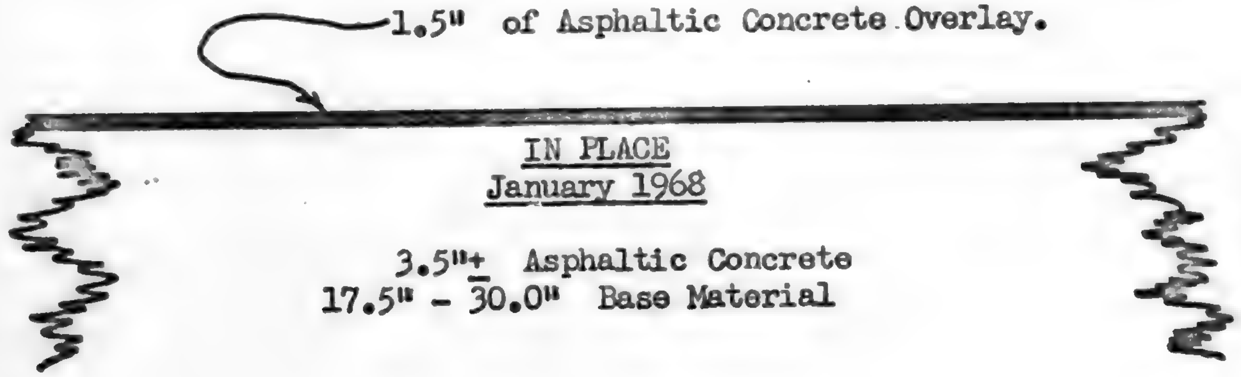
Res. Engr. ___ Approx. Length ___ Miles. Sta. ___ to Sta. ___ Date 3-22-68

Truck A.D.T. 567 Traffic Coefficient 8.9 18 kip s.a. per day 160.6 (Automobiles not considered.)

Annual Precipitation 42"± Frost Penetration - - - - - - - - -.

(1)
Typical Soil
S LL
e PI
s %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
1 "R" Value
[illegible]

EXISTING ROADWAY



1.5" of Asphaltic Concrete Overlay.

IN PLACE
January 1968

3.5"± Asphaltic Concrete
17.5" - 30.0" Base Material

AASHO CLASSIFICATION:

MATERIAL SOURCES:

CBE Total Req.	Credit	Actual Thick.	
	OVERLAY		
	3.0	1.5	A.C.
	IN PLACE	Average	
	6.0	3.5	A.C.
	19.0	24.0	Base
28.0	28.0	29.0	

(30th AVENUE)
LANE COMMUNITY COLLEGE
F. A. S. 859
Lane County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level	Crushed Base	Lime Treated Subgrade	"CBE" Total Requirement	Actual Thickness
7 - 8	3.5"	1.5"	10.0"	6.0"	23.5"	21.0"
6 - 7	3.0"	1.5"	8.0"	6.0"	20.5"	18.5"
4.8 - 6	2.0"	1.5"	7.0"	6.0"	17.5"	16.5"
Cars Only	2.0"	1.5"	*4.0"	6.0"	12.5"	13.5"

*Minimum thickness of coarse crushed base.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

NEW WORK

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

1.0" Lime Treated Subgrade (5%± Lime) = 0.8" Crushed Base

EXISTING ROADWAY

1.0" Asphaltic Concrete = 1.7" Crushed Base

1.0" Existing Base = 0.8" Crushed Base

TRAFFIC ANALYSIS

SECTION: (30th AVENUE) LANE COMMUNITY COLLEGE

HIGHWAY: F. A. S. 859

COUNTY: Lane

10,650 Present ADT (1968)

3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	200	2.6	520	360	450	207,000
3	90	2.6	234	162	1000	162,000
4	5	2.6	13	9	1250	11,250
5	20	2.6	52	36	3180	165,360
6	0				2570	
				567	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 545,610

TWENTY YEAR EWL 10,912,200

TRAFFIC COEFFICIENT 8.9

SECTION: (30th AVENUE) LANE COMMUNITY COLLEGE
HIGHWAY: F. A. S. 859
COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A. C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County requested Asphaltic Concrete.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this will be a widening of 2 and 3 existing lanes to 4 lanes. The present roadway will be utilized with the addition of an A. C. overlay. See Items 6 & 12.

MEMO TO R. N. CHASE   Date: March 22, 1968

FAS 859, LANE COUNTY: Lane Community College Interchange (E. 30th Ave.) SECTION

TERMINI: Extending west 1.12 miles from the junction for I-5.

PROPOSED CONTRACT WORK: Grade, surface, pave, structure and drainage. (FAS funds will be applied to the structure only.)

CONTRACT LENGTH: 1.12 miles

PROJECT LENGTH: 0.03 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY
CONSTRUCTION	$230,000	$72,000	$24,000	$134,000

EXISTING FACILITIES: The normal roadway has two 12' AC paved travel lanes with 8' oiled shoulders, with an additional 12' AC paved climbing lane for slow moving up-hill traffic on the ascending grade. The shoulders through this climbing lane portion are oiled -- one being 4' and the other 8' in width.

ADJACENT SECTIONS:

EAST END: Two 12' AC travel lanes, with an additional 12' AC travel lane on steep grade for slow moving up-hill traffic. Shoulders are oiled with the left side being 4' and the right being 8'.

WEST END: Same as east end.

PROJECT DATA: Construct a reinforced concrete deck girder bridge 155' long and with a clear roadway width of 86'.

RIGHT OF WAY: 220' minimum
ACCESS CONTROL: none
RR XING: none

MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: The remaining portion of the contract is to be non-participating and will be financed by 100% County money, which work is as follows:

Grade, drain, surface, and pave with AC a roadway on existing alignment, construct an interchange and a frontage road which is approximately parallel to the southwest ramp of the interchange. The roadway normally to have four 12' travel lanes, 10' median and 10' shoulders. Interchange to have speed change lanes and approach ramps with the median and shoulders varying in width.

ROUTE DATA: This is a very heavily traveled urban route.

NOTED
[illegible]

NOTED
H. S. COX

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
[illegible]

3-20-68 NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 859

Project Name Lane Community College (East 30th Avenue) Interchange

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Eugene, Oregon, this 20th day of March, 19 68.

Lane County

Kenneth Nielsen
Commissioner

Commissioner

RECEIVED
MAR 22 1968
ENGINEER
COUNTY & CITY DIVISION

Copy to - John Cahn
F. D. Morgan
Ivan Merchant
Ed Moreluck
G. [illegible]
A. N. Chase

NOTED
R. H. PRANGE
(11/29/66)

NOTED
HAROLD REYNOLDSON

NOTED
R. B. Arensmeier

RICHARD UNREIN

NOTED
MAINOR C. HOLMES

(12-7-66 150)

RECEIVED
MAR 25 1968

FOR FILING

SU-2450

7133

March 18, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for three secondary projects, Items 989 thru 991, which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

RNC:slh

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	**FEDERAL - AID PRO** (PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. 1.2 Mi. E. Eugene City Limits E. 0.03 mile. 21 65	**ADT**	PRESENT 10,650	FUTURE 20,700 (66) (70)	YEAR 88 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Lane
	NAME OF URBAN AREA 17-31 Eugene	ROUTE NO. S. | FEDERAL - AID 859

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. 1.12 mi. E. of Eugene City Limits E. 0.03 mi. [Lane Community College (E. 30th Ave.) Interchange Section]			
5					**ROW**					
5					**CONST** (CODE)			0.03	230,000	72,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.03	230,000	72,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

project has been cle
as per our letter of

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 10, 650	FUTURE 20, 700 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 990 (14) (16)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SU 14 23	NUMBER 565(1) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Lane	CODE 039 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S.	FEDERAL - AID 859 (32)	STATE Co. Rd. (36)	U.S. (37) (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (56)	(59) (66)	(67) (76)			One RCDG O'xing, length 155', HC 86' (Roadway to be constructed under same contract to provide 4-12' lanes H. T. pave. with 10' shoulders and 10' median) ROW - 220' min.; Access Control - none; Parking Restrictions - none.
0.03	230,000	72,000	24,000	134,000 (Co.)	
0.03	230,000	72,000	24,000	134,000 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

Relocation Assistance - none involved. This project has been cleared through the "Central Lane Planning Council" as per our letter of March 8, 1968.

LANE COMMUNITY COLLEGE (E. 30TH AVE.) INTERCHANGE SECTION
PROJECT SU-565(1)

Existing Facilities

The normal roadway has two 12' AC paved travel lanes with 8' oiled shoulders, with an additional 12' AC paved climbing lane for slow moving uphill traffic on the ascending grade. The shoulders through this climbing lane portion are oiled--one being 4' and the other 8' in width.

Adjacent Sections

East End:	Two 12' AC travel lanes, with an additional 12' AC travel lane on steep grade for slow moving uphill traffic. Shoulders are oiled with the left side being 4' and the right being 8'.
West End:	Same as east end.

Project Data

Construct a reinforced concrete deck girder bridge 155' long and with a clear roadway width of 86'. (10' shoulder, 2 - 12' lanes, 10' median, 2 - 12' lanes, 1 - 12' deceleration lane, 6' shoulder)

Right of Way:	220' minimum
Access Control:	none
RR Xing:	none
Minimum Design Standards:	no exceptions
System Action:	completed
Public Hearing:	not required
Unusual or Complicated Situations:	Included in the contract will be the following work, which will be financed 100% by Lane County. Grade, drain, surface and pave with AC a roadway on existing alignment, construct an interchange and a frontage road which is approximately parallel to the southwest ramp of the interchange. The roadway normally to have four 12' travel lanes, 10' median and 10' shoulders. Interchange to have speed change lanes and approach ramps with the median and shoulders varying in width.
Route Data:	This is a very heavily traveled urban route.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. 1.0 mi. E. of Eugene City Limits E. 1.17 mi. 21 65	**ADT**	PRESENT 10,650	FUTURE 20,700 (66) (70)	YEAR 8 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr. High-type Pave., 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Eugene	ROUTE NO. S	FEDERAL-AID 859

				WORK					ESTIMATED PROJECT CO	
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1418)	(19	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		Co. Rd. 1.0 mi. E. of Eugene City Limits E. 1.17 mi.			
5					**ROW**		/Lane Community College (E. 30th Ave.) Interchange Section/			
5					**CONST** (CODE)			1.17	488,000	72,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.17	488,000	72,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
mits	**ADT**	10,650	20,700	88	08	Oregon	35	022	990

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					SU-	565(1)			

COUNTY NAME	CODE
Lane	039

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	859	Co. Rd.	

PROGRAM STAGE

☐ 1 OR ☒ 2.

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (*Full description*)
f						Gr., Dr. 4-12' lanes H.T. pave., with 10' shldrs. and 10' median. 1 O'xing length 155', HC 86'.
ge						
	1.17	488,000	72,000	24,000	392,000 (Co.)	ROW-220' min.; Access Control-none; Parking Restrictions-none.
	1.17	488,000	72,000	24,000	392,000 (Co.)	

REMARKS

Relocation Assistance - None involved.
This project has been cleared thru the "Central Lane Planning Council" as per our letter of March 8, 1968.

USCOMM DUSCOMM-DC 48908-P61

LANE COMMUNITY COLLEGE INTERCHANGE (E. 30th AVE.) SECTION

Project SU-565(1)

EXISTING FACILITIES: The normal roadway has 2-12' AC paved travel lanes with 8' oiled shoulders, with an additional 12' AC paved climbing lane for slow moving up-hill traffic on the ascending grade. The shoulders through this climbing lane portion are oiled — one being 4' and the other 8' in width.

ADJACENT SECTIONS:

EAST END: I-5

WEST END: 2-12' AC travel lanes, with an additional 12' AC travel lane on steep grade for slow moving up-hill traffic. Shoulders are oiled with the left side being 4' and the right being 8'.

PROJECT DATA: Grade, drain, surface and pave with AC a roadway on existing alignment, construct an interchange and a frontage road which is approximately parallel to the S.W. ramp of the interchange. The roadway normally to have 4-12' travel lanes, 10' median and 10' shoulders. Interchange to have speed change lanes and approach ramps with the median and shoulders varying in width. Construct a reinforced concrete deck girder bridge 155' long and with a clear roadway width of 86'.

RIGHT-OF-WAY: 220' minimum
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: Because of rough terrain, grades on two of the interchange ramps and the grade on the frontage road are substandard (7.95%, 9.735% and 9.36%) and to improve these would be economically unfeasible.

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: Roadway beyond interchange leading to Lane Community College is outside the FAS system but will be graded as part of the project as a non-participating item.

ROUTE DATA: This is a very heavily traveled urban route.

FORM E-125X 20M 7-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
~~WASCO~~
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

SU-565(1)
7133

March 14, 1968

Mr. G. K. Attig, Director
Lane County Public Works Department
Highway Division
P. O. Box 2729
Eugene, Oregon 97402

2012
2155

Lane Community College Interchange Section
East 30th Avenue (FAS 859)
Lane County

Dear Mr. Attig:

Enclosed is a copy of the latest detailed estimate of the Lane Community College Interchange Section which is scheduled for the April 25, 1968, bid letting. This estimate includes $318,000 for the roadwork, and $191,000 for the structure which, along with engineering and contingencies totals $581,000. Based on this estimate, the County's share of the cost of this project will be a combination of its share of its remaining $120,000 FAS funds - which will be $24,000 - along with the 100% additional county funds necessary to cover the project - which will be $461,000 - for a total of approximately $485,000.

Please bear in mind that the above estimate is to be used only as a comparison of bids, and that the County's advance deposit, required prior to contract award, will be based on the contractor's bid.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Harold Reynoldson
Planning Engineer

HR:mm
Encl.

cc: F. B. Klaboe
~~Tom Edwards~~
Frank Morgan
Ivan Merchant
Frank Hall
C. G. Swenson

RECEIVED
MAR 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-49—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 1 OF V SHEETS

LANE COMMUNITY COLLEGE (E 30th AVE) INTCHGE SECT

Mar 13 1968 Shaffer

No	ITEM	UNIT	NET	ALLOW	TOTAL	PRICE	AMOUNT
1	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	ALL	ALL	—	ALL		3500^{00}
2	CLEARING & GRUBBING	ALL	ALL	—	ALL		6500^{00}
3	GENERAL EXCAVATION, UNCLASSIFIED	CUYD	146,237	14,763	161,000	0^{60}	$96,600^{00}$
4	FINISHING ROADBED & SLOPES	ALL	ALL	—	ALL		3000^{00}
5	ROUNDING CUTBANKS	LINFT	4200	400	4,400	0^{25}	1100^{00}
6	TRENCH EXCAVATION	CUYD	518	62	580	3^{00}	1740^{00}
7	WATERING	M-GAL	1828	172	2,000	3^{00}	6000^{00}
8	LIME TREATED SUBGRADE	SQYD	48,572	4428	53,000	0^{25}	$13,250^{00}$
9	LIME FOR TREATED SUBGRADE	TON	546	54	600	28^{00}	$16,800^{00}$
10	2½"-0 MATERIAL IN BASE	"	4455	445	4,900	1^{70}	8330^{00}
11	PLANT-MIX STONE BASE	"	38,598	3402	42,000	1^{70}	$71,400^{00}$
12	3/4"-0 AGGREGATE IN PRIME COAT	CUYD	242	28	270	4^{75}	1282^{50}
13	RC-800 ASPHALT IN PRIME COAT	TON	39	3	42	50^{00}	2100^{00}
14	ASPHALT IN TACK COAT	"	3	1	4	60^{00}	240^{00}
15	CLASS "B" ASPHALT CONCRETE	"	9500	500	10,000	6^{45}	$64,500^{00}$
16	12-INCH REINFORCED CONCRETE BRIDGE END PANELS	SQYD	382	38	420	15^{00}	6300^{00}
17	18-INCH CULVERT PIPE	LINFT	656	64	720	5^{25}	3780^{00}
18	24-INCH " "	" "	124	12	136	8^{50}	$1156.^{00}$
19	72-INCH " "	" "	60	6	66	42^{50}	2805^{00}
20	18-INCH PAVED CULVERT END SLOPES	ONE	16	2	18	45^{00}	810^{00}
21	CONCRETE CURBS	CUYD	55	5	60	40^{00}	2400^{00}
22	TYPE 2 GUARD RAIL	LINFT	950	90	1040	2^{85}	2964^{00}
23	SALVAGING GUARD RAIL	" "	750	70	820	1^{00}	820^{00}
24	TYPE 1 GUARD RAIL, SALVAGED GUARD RAIL	" "	600	60	660	1^{00}	660^{00}
25	TYPE 2 " " " "	" "	150	10	160	1^{25}	200^{00}
	ROADWORK TOTAL						$ $318,237^{50}$

Form [illegible]

7

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 **OF** 2 **SHEETS**

LANE COMMUNITY COLLEGE (E. 30th AVE)

Mar. 13.1968 Shaffer

No		Unit	Net	Allow	Total	Price	Amount
	STRUCTURE						Sub total $318237.50
26	Shoring, Cribbing, Etc.	All	All		All		5000.00
27	Structural Excavation	Cuyd	520	40	560	6	3360.00
28	" " Below Elev. Shown	" "		50	50	10	500.00
29	Furnish 10 BP42 Steel Piling	LinFt	1950	–	1950	4.50	8775.00
30	Drive Steel Piles	One	90		90	70.00	6300.00
31	Splice Steel Piles	One		22	22	40.00	880.00
32	Class "A" Concrete	All	All	–	All	–	63,200.00
33	115'/120' Type 4 Prestressed Beams	One	18	–	18	3600.00	64,800.00
34	Reinforcement	All	All	–	All	–	20,370.00
35	Air Compressor	HR	10	1	11	90.00	990.00
36	Waterproofing	All	All	–	All	–	1200.00
37	Two Tube Steel Railing	LinFt	305		305	20.00	6100.00
38	8-inch Metal Drain Pipe, Type A Coating	" "	132	8	140	4.00	560.00
39	Preparation of Slopes	SqYd	590		590	5.00	2950.00
40	3-inch Slope Paving	" "	590		590	10.00	5900.00
						Structure	190,885.00
						Total For Bids	$509,122.50
	Flagging						3000.00
							512,122.50
		13½% Engineering & Conting					69136.54
						Grand Total	$581,259.04

RECEIVED
MAR 12 1968
LANE CO. DEPT. OF PUBLIC WORKS

March 11, 1968
(date)

NOTED
H. S. COX

RECEIVED
MAR 22 1968
ENGINEER
COUNTY & CITY DIVISION

TO		NOTED
✓	DIRECTOR	✓
	ASS'T TO [illegible]	
	OFF [illegible]	
	PRIN [illegible]	
	[illegible]	
	DESIGN [illegible]	
	HIGHWAY [illegible]	
	FILE	

Mr. G. K. Attig
Lane County Public Works Director
Highway Division
P. O. Box 2729
Eugene, Oregon 97402

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 859

Section Lane Community College (30th Ave.) Interchange: Grade, Pave, & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ **No** ☒

If answer is yes, please list organizations:

March 20, 1968
(date)

By Jesse Hill

By Kenneth Nielsen
Commissioner

By Frank Elliott
Commissioner

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

Copy to L. H. Young
Attention: Duane Ridings

NOTED
MAIN [illegible]

NOTED
R. H. PRANGE

NOTED
R. E. [illegible]

NOTED
H. S. COX

Salem, Oregon
March 8, 1968

Mr. R. H. Chase

OFFICE

Lane Community College (E. 30th
Avenue) Interchange Section
FAS 859
Lane County

The subject section was submitted to the Highway Department with the request that it be contracted as an FAS project. It has been estimated that the cost of the project will be $488,000. However, Lane County has but $120,000 total FAS funds and $24,000 of this amount is County, $24,000 is State, and $72,000 will be Federal funds. The balance of the money for the project will be 100 percent County. The County has been so informed.

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer
County and City Division

HR:ab

Copy of Letter to County
dated 1/22/68 along with
letter to Chase

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 8, 1968

Mr. R. R. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97310

Re: Lane Community College (East 30th Avenue) Interchange Section
FAS 859
Lane County

Dear Mr. Simpson:

Programming data for the subject project is being transmitted to you for approval. Documentation for the project is hereby submitted pursuant to the provisions of the following Bureau of Public Roads Memoranda:

IM 50-2-65 - The project is located outside the Eugene-Springfield urbanized area, therefore, IM 50-2-65 is not applicable.

IM 21-12-67 - See attached documentation relative to review by Central Lane Planning Council.

IM 21-11-67 - The physical characteristics in regard to safety features have been considered in the design of the project to the fullest extent practicable and feasible as is provided for in IM 21-11-67 (1).

PPM 20-8(1) - Inasmuch as the project is located outside the city limits of Eugene and does not involve "the by-passing of or going through, any city, town, or village ...," a public hearing was not considered to be necessary and therefore PPM 20-8(1) does not apply.

If further information of programming data is required for this project, please advise.

Very truly yours,

H. S. Cox
County and City Engineer

By: R. H. Prange
Field Engineer

RHP:eb
Encl.

bc: F. B. Klaboe
F. D. Morgan R. N. Chase

FAS 859
Lane Co

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 5, 1968
Salem, Oregon 97310

SUBJECT: Lane Community College Interchange
30th Avenue, Lane County

To:

H. S. Cox
County and City Engineer
BUILDING

In accordance with Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, we have submitted to the Central Lane Planning Council for review of the 30th Avenue Interchange at Lane Community College in Lane County.

Attached is a copy of a letter which contains their review comments. They recommend that this project be let for construction without delay. However, they expressed concern regarding the "N" line and request that the Department of Public Works for Lane County review this line.

L. E. George

L. E. George
Assistant Traffic Engineer

RER:sp
Attach.

RECEIVED
MAR - 5 1968
ENGINEER
COUNTY & CITY DIVISION

CENTRAL LANE PLANNING COUNCIL
AREA PLANNING REVIEW FORM

069

File No.: LC-1-68

Requesting Agency: Lane County

Funding Agency: Oregon State Highway Department, Bureau of Public Roads - D.O.T.

Date Received for Review: Jan. 26 Final Action Date: Feb. 27

PROJECT DATA

Project No.: ______ Name & Description: 30th Avenue, widening, LCC interchange construction

Total Cost: ______ Local: ______ State: ______ Federal: ______ Other: ______

STAFF REVIEW FINDINGS

The staff finds that the above listed project is X is not ____ of regional or intergovernmental significance; that Council review is X is not ____ necessary; that the project is X is not ____ consistent with comprehensive planning developed or in the process of development and will X will not ____ contribute to the fulfillment of such planning. Additional material is X is not ____ attached.

Date: Feb. 27, 68

By: ______
Howard W. Buford
Director of Planning

CENTRAL LANE PLANNING COUNCIL
REVIEW FINDINGS

The Council, after considering the staff findings concerning the above described project, finds that the project is X is not ____ of regional or intergovernmental significance; that Council review is X is not ___ necessary; that the project is X is not ____ consistent with comprehensive planning developed or in the process of development and will X will not ____ contribute to the fulfillment of such planning. Additional material is X is not ____ attached.

Date: Feb. 27, 68

By: ______
Lawrence A. Rice, P.E.
Executive Secretary

PLANNING

CENTRAL LANE PLANNING COUNCIL

March 1, 1968

Mr. Robert E. Royer
Traffic Engineering Division
Oregon State Highway Department
518 State Highway Building
Salem, Oregon 97310

Dear Mr. Royer:

Attached is our CLPC Section 204 review form completed in the affirmative for the Lane Community College (East 30th Avenue) Interchange Section. This affirmative action was taken by the Council on February 27.

The Council confined its review to the FAS-designated portion of the project. After considering the E-SATS Citizens' Committee communication regarding the "N" line, the Council approved recommending that Lane County -- through the Department of Public Works -- reconsider the non-FAS portion of the project as to its function and general location.

The Council's concern was that the present plan for this road to the college seemed to present some problems in eventually providing for Project #28 as recommended in the Interim Plan. Since the Technical Advisory Committee of E-SATS felt this Project #28 was necessary, the Council thought it should recognize its finding and recommendations, and therefore asked for further study of this section of the project.

Attached are copies of the staff recommendations and the E-SATS citizens' committee letter, a copy of which was sent to the Council.

The Council felt the widening and interchange project was of vital importance to the area and construction should proceed without delay.

Sincerely yours,

Lawrence A. Rice
Executive Secretary

NOTED
R. L. SCHROEDER

RECEIVED
MAR 4 1968
TRAFFIC ENGINEERING

26
m

Telephone 342-1757 1643 Oak St. Eugene, Oregon 97401

Review of County Road Project
Lane Community College (East 30th Avenue) Interchange Section
FAS #859

Extent of Project:

Widen 30th Avenue to four lanes from Station B5+50 near Pacific Freeway westerly approximately 1000 feet to Station $L^4$89+00, and construct an interchange to give access to Lane Community College; also construct a four-lane road along the easterly boundary of Lane Community College campus.

General Statement:

The project is essential to handle traffic to and from Lane Community College. Since the college will open in the fall of 1968, construction must start at the earliest possible date. Bid-letting has been scheduled for April 25.

The widening of 30th Avenue and the construction of an interchange in the vicinity of the college has been recommended by the Technical Advisory Committee of E-SATS. The interchange ultimately would provide for a four-way movement -- east and west on 30th; north to the Laurel Hill interchange on I-5; and south to connect with a proposed "Dillard" outer belt road. The planned south extension disturbed a majority of the members of the E-SATS Citizens' Advisory Committee at its meeting on February 15.

The south leg of the interchange (a proposed four-lane facility) did not appear to fulfill the needs of a southern outer loop as proposed by Project 28 of the E-SATS Interim Report. The alignment called for two right-angle (reverse) curves adhering to the common property line between Lane Community College and the Gonyea property. This section would serve an estimated 19,000 cars per day in 1985 -- mixing the large volume of LCC traffic in and out of the adjacent parking lot, and local traffic from land now being considered for subdivision west of LCC, with an estimated 4600 high-speed vehicles moving to and from the south. These conflicts added to the sharp road curvatures at the exit of the 30th Avenue underpass, the intersection of the off-ramp for traffic coming from west 30th, and an intersection with a frontage road along the south side of 30th Avenue, caused the E-SATS Citizens' Committee to recommend to the Lane County Department of Public Works that further study be given to the connection, use and extension of the Lane Community College road.

Although the road projecting southerly from the interchange to the college is a part of the working drawings and a part of the project sent for review, it is believed that the road has not been classified as a Federal Aid Secondary; is not eligible for federal financial aid; and is not necessarily subject to review. It is believed, however, that Project 28 as shown in the E-SATS Interim Report should be classified eventually as a Federal Aid Secondary road. Therefore, the questions raised by the E-SATS Citizens' Committee should be considered.

Recommendation:

The purpose of the proposed road leading to Lane Community College is primarily to provide access to the college parking lots and serve adjacent lands being promoted for development. The need to serve as a collector street for these functions l be a full-capacity assignment. Therefore it is recommended that the Department Public Works immediately consider a location from the south end of the Community llege interchange (possibly to the south-southwest) for a future limited-access oute connecting to the "Dillard" outer belt. The road to the college -- as well as he frontage road to the west -- could then connect to the future Route #28 (30th to Dillard Outer Belt) at a controlled intersection hopefully somewhat south of the presently-proposed intersection. If a relocation of Route #28 proves logical, early steps should be taken to establish the route and safeguard it against encroachment by private development.

Staff Review Findings

The CLPC staff finds that the Lane Community College (East 30th Avenue) Interchange Section FAS859 is of regional or intergovernmental significance; that the Council review is necessary; that the project is consistent with the interim transportation plan; and that it will contribute to the fulfillment of the plan.

It is therefore recommended that CLPC support the FAS project. It is further recommended that the local road south of the FAS project be reviewed in light of the above recommendation.

Howard W. Buford
Director of Planning
Central Lane Planning Council

2/23/68

February 21, 1968

Mr. Gerald Attig, Chairman
Administrative Policy Committee
Eugene-Springfield Area Transportation Study
PO Box 3166
Eugene, Oregon 97402

Dear Mr. Attig:

Plans for the widening of 30th Avenue, construction of an interchange, and construction of an access road to Lane Community College were reviewed by the E-SATS Citizens' Committee at its regular meeting on February 13, 1968. The following action was taken regarding this project:

> "The E-SATS Citizens' Committee approves the 30th Avenue widening and the construction of an interchange to Lane Community College, with the recommendation that the southerly extension of the road leading to Lane Community College be reviewed by the Lane County Department of Public Works."

Members of the Citizens' Committee were concerned with the curvature of the road south of 30th Avenue. The configuration shown appears to be dictated only by the common property line between the college and the property to the west. The road location and design seemed questionable in view of future traffic loads. The most westerly curve was especially disturbing in view of the fact that it appears to occur at an intersection with a frontage road and a ramp. Some committee members wondered if another alignment for this road might not only better meet these conditions, but also be better suited to handle through traffic when the road is extended south to provide the outer belt road as recommended by the Technical Advisory Committee in the Interim Plan.

Unfortunately, information available to the committee for review was limited. Plans for the college development were not available, and there was no information regarding the development of other land adjacent to this road. The engineering drawingspresented -- being intended primarily for the actual execution of the project -- were difficult for the committee to understand.

In summation, the committee was somewhat frustrated by the lack of information presented. It would seem that the Administrative Policy Committee -- or any other agency involved in the review of this project -- would find it desirable to have additional information. Certainly the Citizens' Advisory Committee would appreciate being better informed on all future projects.

Sincerely,

Jon R. [illegible], Chairman
E-SATS Citizens' Committee

JRD/dcm

cc: Kenneth Kohnen, Chairman, Central Lane Planning Council
Edward Harms, Chairman, PAC

RECEIVED
FEB 29 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. PRIDLEY, MEMBER~~
~~WASCO~~
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred Hill, Member
Helix

SU-5[illegible]
7133

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 28, 1968

Mr. G. K. Attig
Lane County Engineer
P.O. Box 2729
Eugene, Oregon 97402

Re: Lane Community College Interchange Section
East 30th Avenue
FAS 859
Lane County

Dear Mr. Attig:

This letter is to confirm our telephone conversation of February 27, 1968 pertaining to the estimated cost of the Lane Community College Interchange Section on East 30th Avenue. The estimated cost of the entire project is $630,000. However, the portion which the County requested and for which bids will be taken at the April 25, 1968 bid letting is estimated to be but $488,000. It is understood in this office from this telephone conversation that it is your desire to proceed with the project as presently scheduled.

Per your request, I am enclosing a copy of the latest detailed estimate for the project. Under separate cover we are also sending you a copy of the preliminary plans for the portion of the project referred to above. If after reviewing this estimate you wish to make any comments, please do so at your earliest convenience.

Very truly yours,

H. S. Cox
County and City Engineer

by

Harold Reynoldson
Harold Reynoldson
Planning Engineer

HR:sb
Encl.

bc: F. B. Klaboe
Tom Edwards
Frank Morgan
Ivan Merchant
Frank Hall
C. G. Swenson

Lane Community College (E. 30th Ave.) Interchange.
FAS 851

2-27-62

Cost Estimate

ITEM	Unit	Total Quant. (Incl. Allow.)	Quant. for Reduced Job	Add. Quant. to Compl. as Sent in	Cost of Reduced Job	Additional Cost
Length	Mi.	2.92				
Clearing & Grubbing	All	All	All	–	# 2,000.00	
Gen. Exc. (unclass.)	Cu. Yd.	223,000	183,000	49000	82,350.00	# 18,000.00
Finishing Rdbd & Slopes	All	All	All	–	3,000.00	
Trench Exc.	Cu. Yd.	710	710	–	2,130.00	
Sprinkling	M. Gal.	4000	2700	1300	8,100.00	3,900.00
1½"-0 Crushed Rock	Ton	52,000	32,000	20,000	64,000.00	40,000.00
3/4"-0 Crushed Rock	Ton	10,000	6,000	4,000	12,600.00	8,400.00
Aggregate in Prime Coat	Ton	760	500	260	2,500.00	1,300.00
RC-800 in Prime Coat	Ton	110	70	40	3,850.00	2,200.00
Class "B" Asph. Conc.	Ton	15,000	10,000	5000	60,000.00	30,000.00
12" Conc. Sewer Pipe	Lin. ft.	240		240		900.00
18" Culvert Pipe	" "	700	700		3,500.00	
24" Culvert Pipe	" "	130	130		1,105.00	
18" Conc. Culv. Pipe	" "	50	50		300.00	
72" Conc. Culv. Pipe	" "	60	60		2,100.00	
Conc. Inlets, Type "GB-1"	Each	6		6		720.00
Conc. Curbs, Type "A"	Cu. Yd.	550	70	480	2,800.00	19,200.00
Conc. Islands, Type "C"	" "	45		45		1,800.00
Guard Rail, Type II	Lin. Ft.	900	900		2,565.00	
Salv. & Reinst. Guard Rail	" "	1000	1000		2,000.00	
Guide Post	Each	200	200		1,700.00	
Paved Culv. End Slopes	Each	20	20		1,100.00	
Sub total					# 257,700.00	# 126,420.00
+ 12½%					32,213.00	15,025.00
Structure					198,000.00	
Total					# 487,913.00	# 141,445

1-29-68

LANE COUNTY

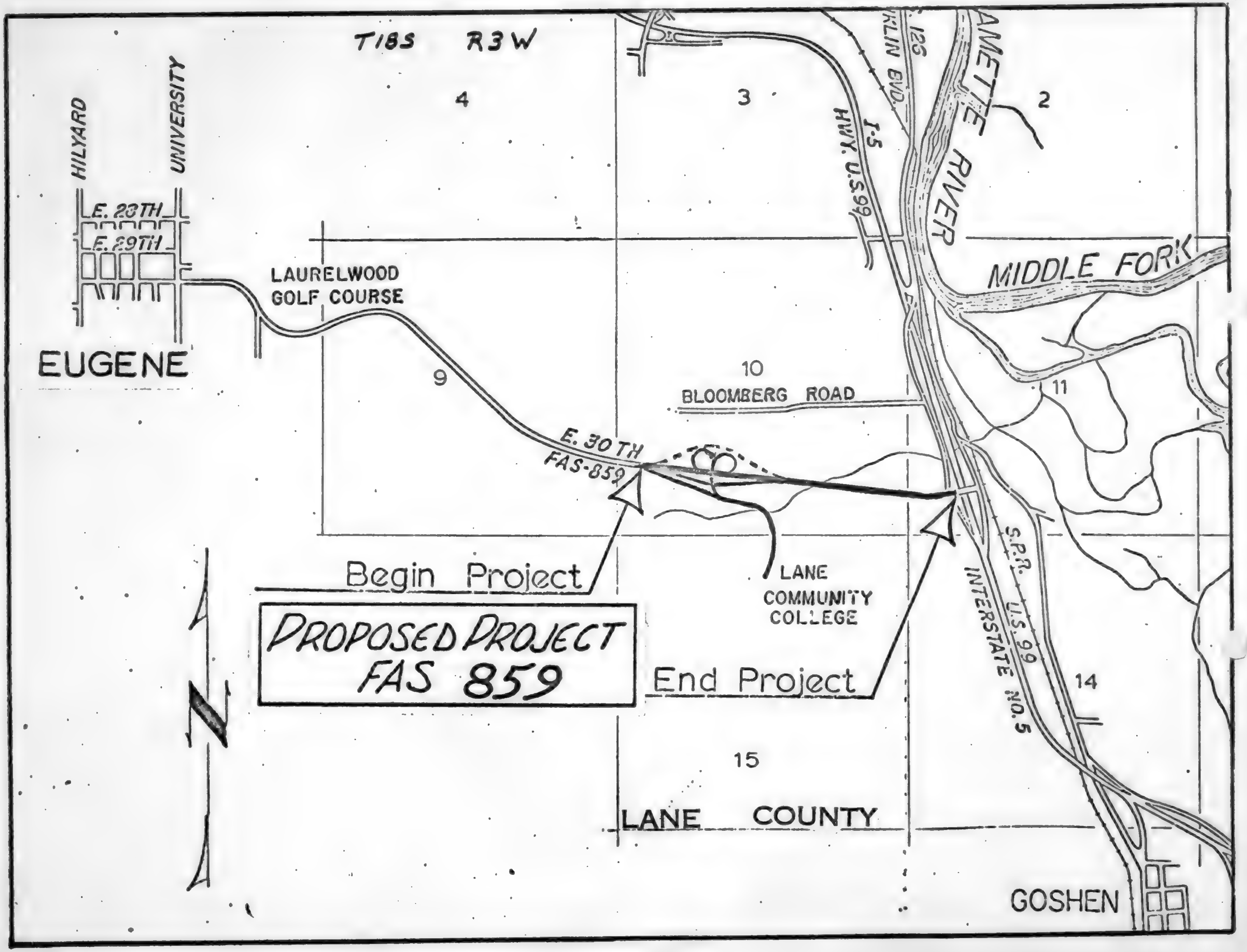
Proposed FAS Project (1968 Funds)

✓ FAS 859, E. 30th Avenue: Lane Community College Interchange Section - length approximately 1.1 miles - grading, paving and structure. The approximate $120,000 of FAS funds to be supplemented with 100% County funds.

Originally the request for this project was for a structure only, and was approved by the Highway Commission on July 24, 1967. Now the County has requested that the project be a combination of the grading and paving, along with structure. The County has completed the survey and has submitted plans for consideration and approval by the Highway Department. Contractor to dispose of the excess material. Marketable timber to be retained by owner and to be stockpiled on the owner's property. No additional right of way necessary.

68-b
1/29/68

HIWAY COMMISSION
APPROVED ON
MAR 5 - 1968


T18S R3W
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HILYARD
UNIVERSITY
E. 28TH
E. 29TH
EUGENE
LAURELWOOD GOLF COURSE
9
10
11
BLOOMBERG ROAD
E. 30TH
FAS-859
HWY. U.S.99
I-5
RKLIN BVD.
126
AMETTE RIVER
MIDDLE FORK
Begin Project
LANE COMMUNITY COLLEGE
PROPOSED PROJECT
FAS 859
End Project
S.P.R.
U.S. 99
INTERSTATE NO. 5
14
15
LANE COUNTY
GOSHEN

FAS 859

LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P. O. Box 2729
Eugene, Oregon 97402
Phone 688-5231

January 25, 1968

NOTED
[illegible]

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Harold Reynoldson
Planning Engineer

Dear Sir:

Enclosed are the completed FAS project requests for the Lane Community College (E. 30th Ave.) Interchange Section, FAS 859.

this is for the grading portion, the structure was submitted earlier

Sincerely,

Luther Freeman

Luther Freeman
Principal Engineer

LF:ln
Enclosure

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

RECEIVED
JAN 26 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
[illegible]

Gerald K. Attig, Director
John M. Clay, Assistant to the Director
Luther Freeman, Principal Engineer
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Construction Supt.
George Griffin, Subdivision Engineer
Ole Halderson, Bridge Superintendent
Francis Waggoner, County Surveyor

1/25/68

COUNTY ROAD FAS PROJECT DATA

1. Name of County Lane FAS No. 859
2. County Road Name East Thirtieth Avenue
3. Section Name Lane Community College - I-5 Length 2.21 miles
4. Type of Project Grading, Basing, Surfacing, Structure
5. Survey to be done by: State ____ County X
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes X No ____
Will it be furnished? Yes X No ____
7. Wearing Surface: Type Asph.Conc. Width Var. Shoulders Var.
8. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X
9. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
10. Leveling Course:
By County ____ County Date of Completion ____ By Contract X
11. Wearing Surface:
By County ____ County Date of Completion ____ By Contract X
12. Clearing:
By County ____ County Date of Completion ____ By Contract X
13. Is there any merchantable timber on right-of-way? Yes X No ____
14. Will timber be reserved for owner? Yes X No ____
15. Will timber become property of contractor? Yes ____ No X
Remarks Cut into marketable lengths - Buck & Stockpile on owner's property.

MATERIAL SOURCE -

16. Gravel ____ Quarry ____ Cinders ____ Contractor's Option X
17. Owner: County ____ State ____ Private ____
18. Location: ____ Section ____ Township ____ Range ____ W.M.

112.61-1

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____ None

20. Miscellaneous Items: Disposal of 70,000 C.Y.± of excess excavation

Remarks: material up to Contractor at a site agreeable to State.

FINANCIAL- -

21. Estimated Cost: $ 475,000.00

22. Available FAS Funds: $ 120,000.00

23. Date Match Money is Available: January 1, 1968

24. Will there be any 100% County Money? Yes X No____

25. Maximum Amount of 100% County Money Available: $ 355,000.00

26. Date County Requests Letting: March 7, 1968

Remarks More 100% County money is available if necessary.

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes____ No X

28. Will right-of-way be acquired by: Resolution____ or Deed X

29. Should State prepare options? Yes____ No X

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No X

31. Should material source site be included in right-of-way descriptions? Yes____ No X

32. Does project run inside city? Yes____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted].)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes X No____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks All utilities are shown on the Plans submitted & the respective companies engaged in preparing plans for the relocation of same.

ur 61-8

RAILROADS- - - NOT APPLICABLE -

34. Location: ____________________

35. Name of Railroad: ____________________

36. Number of tracks: ________

37. Sight distance: ________(Left) ________(Right)

38. Number of trains ____________________

39. Angle of intersection ____________________

40. Type of crossing: Grade_____ Overcrossing_____ Undercrossing_____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks ____________________

STRUCTURES- -

42. Are there any structures to be constructed ~~replaced~~ or ~~altered~~? Yes X No_____

43. Will replacement be by: County_________ Contract_________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes_____ No_____

45. Will County adjust structure to additional width? Yes_____ No_____

46. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks Not applicable -- Bridge questionnaire form sent in re: new structure.

47. Is project contingent upon other factors? Yes_____ No_____ Other X

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: Project includes partial interchange and grading main line widening to I-5. Access road to Westerly entrance of Lane Community College as per plans received.

CCR 61-8

49. **(b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)**

Explain: Project should be complete by September 1, 1968 to coincide with the beginning of fall term at Lane Community College.

50. **(c) Surveys (Coordination with outside surveys)**

Explain: None

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes X No ___

52. Does County wish sight posts installed? Yes X No ___

53. Does County wish guard rail installed? Yes X No ___

54. Does County wish seeding and mulching incorporated into job?

Yes ___ No X

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Lane County

January 25 , 1968 Date

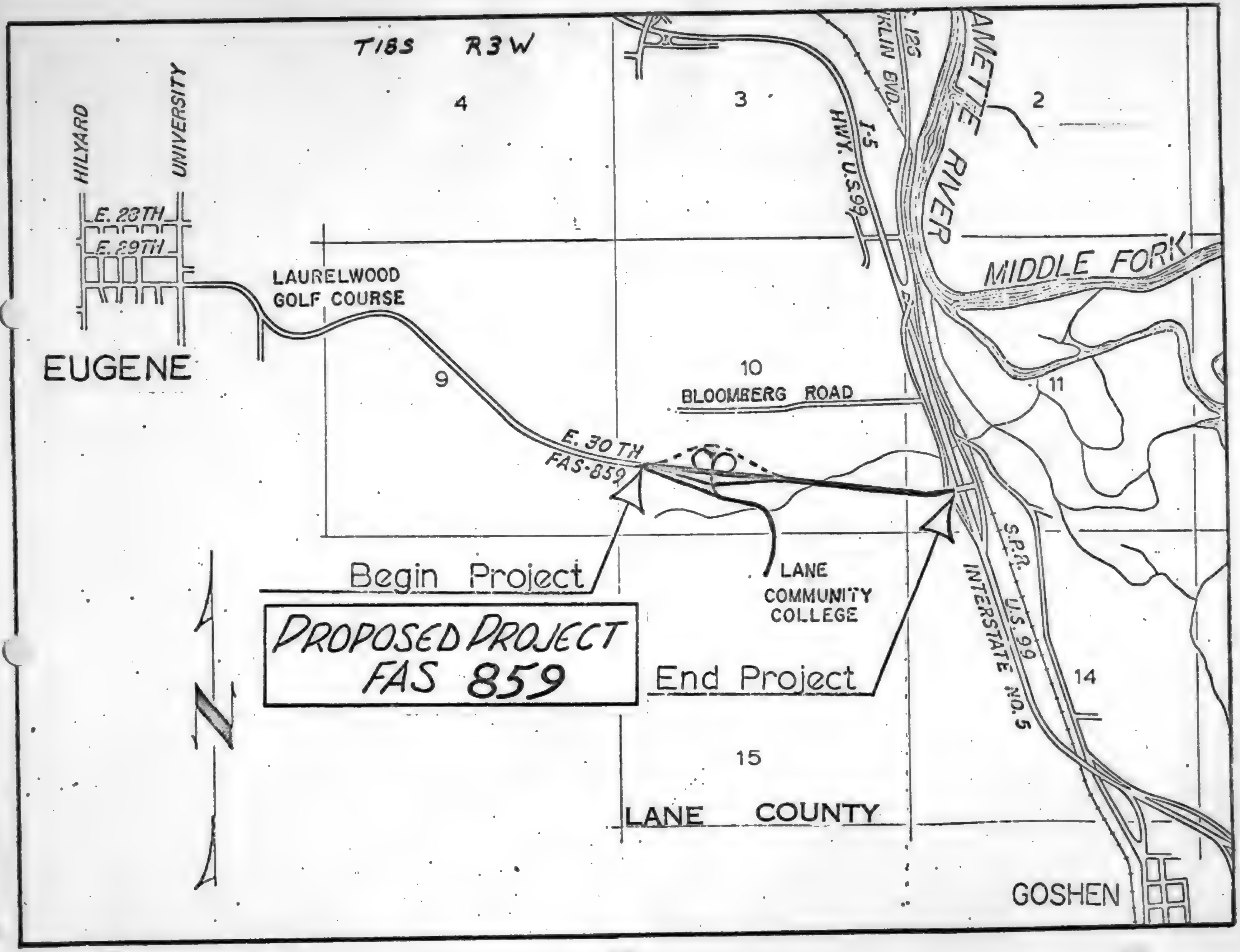
By ______________________
Judge or Commission Chairman

By Gerald B. Pettig
County Engineer

____
O.S.H.D. Field Engineer

Date ______________________

CCR 4-8


T18S R3W
HILYARD
UNIVERSITY
E. 28TH
E. 29TH
EUGENE
LAURELWOOD GOLF COURSE
4
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2
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11
14
15
126
KLIN BVD.
I-5
HWY. U.S. 99
AMETTE RIVER
MIDDLE FORK
BLOOMBERG ROAD
E. 30TH
FAS-859
Begin Project
LANE COMMUNITY COLLEGE
PROPOSED PROJECT FAS 859
End Project
S.P.R.
U.S. 99
INTERSTATE NO. 5
LANE COUNTY
GOSHEN
N

JAN 3 1 [illegible]
FOR [illegible]
S1-555(1)
7133

2012
2155

January 23, 1968

Mr. Dale Parnell, President
Lane Community College
200 North Monroe
Eugene, Oregon 97402

Dear Mr. Parnell:

Re: McVay Interchange Area, Interstate 5
Lane County

In reply to your letter of January 9 concerning possible traffic problems on 30th Avenue in the vicinity of the freeway, I believe the proposed widening of 30th Avenue to four lanes by Lane County will provide room for left-turn storage. Our Traffic Division is reviewing this and will make a recommendation on the details of this intersection.

The policy change which denies advance signing for your college was brought about by the current emphasis on safety. I quote the following from the February 1967 AASHO Manual, Highway Design and Operational Practices Relating to Highway Safety, page 61: "There is serious question of the need for signing on freeways to certain services such as fair and camp grounds, National Guard armories; churches, civic centers, schools, and minor points of interest or installations of a similar nature. The majority of the signs requested are for the 'advertising' value which they signify and are not required for satisfactory traffic operation."

I understand this policy is being diligently pursued on a nationwide basis. Should you wish further discussion on the matter you may wish to contact the Bureau of Public Roads. I note from our file that at least one such request was made directly to the Regional Administrator of the Bureau of Public Roads located at 222 S. W. Morrison Street in Portland.

NOTED
F.B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
F. B. Crandall
L. R. Chandler - Enc.

ADO:jp srb

*"THE OPEN
DOOR TO CAREERS
AND PERSONAL IMPROVEMENT"*

Lane Community College

200 NORTH MONROE / EUGENE, OREGON 97402 / TELEPHONE 342-4931

Routing
Morgan
Decker
Bond
Barb
Walker /
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
/ Olson

RECEIVED
JAN 1[illegible] 1968
CONSTRUCTION
DIVISION

January 9, 1968

F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

Thank you for your letter of December 26 with regard to reviewing the problems which we think will exist at the interchange of Interstate 5, McVey overpass and 30th Avenue. The Bureau of Public Roads sign interpretation is also interesting.

The Lane Community College Board of Education is very worried about the 3oth Avenue Interstate 5 interchange and sees some particularly vexing and dangerous problems, particularly on 30th to the immediate west of the freeway interchange (frontage roads and ramps). It appears that at a minimum there should be some left turn refuge lanes, and perhaps traffic signals. Is this something we should take up with the State Highway Commission or the County?

Could you also give us direction as to how we go about appealing to the Bureau of Public Roads with regard to sign installation. We feel we are somewhat different than the institutions you mentioned due to our projected size and immediate proximity to the freeway. As a matter of safety, it would appear that there should be at least one sign on the north and one sign on the south to indicate 30th Avenue turnoff for Lane Community College. Otherwise, it is likely there will be some "turn around" pressure on the other overpasses to the immediate north and south.

Your advice as to our next step on the signs will be greatly appreciated. You should also know of our appreciation for your continued interest in improving the traffic problems on the 30th street-freeway overpass.

Cordially,

D. Parnell

Dale Parnell
President

[illegible]

DP/ss

RECEIVED
JAN 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BOARD MEMBERS
Dean Webb, Chairman
Albert Brauer, Vice-Chairman
Robert Ackerman
William Bristow, Jr.
Clifford Matson
Lyle Swetland
Richard Williams

NOTED
H. S. COX

January 22, 1968

Mr. G. K. Attig
P.O. Box 3156
Eugene, Oregon 97402

re: Lane Community College (E. 30th Ave.)
Interchange Section
FAS 859
Lane County

Dear Mr. Attig:

On January 17, 1968, this office received from Lane County the plans for grading and paving of the Lane Community College (E. 30th Ave.) Interchange Section. It is understood that it is now the desire of the County to combine the grading and paving with the structure (which was submitted earlier) making one project of both.

As you are aware, Lane County has but approximately $120,000 total FAS Funds remaining. You no doubt recall that 20% of this $120,000 is County responsibility. All remaining monies necessary for the project will be 100% County.

Since it will be necessary to get the approval of the State Highway Commission for the revision of the project and for information needed in programming the project with the Bureau of Public Roads, please complete the attached FAS road project request and return it to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:eb
Att.

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

PROJECT DATA
January 18, 1968

County: Lane

Name of Project: Lane Community College (E. 30th Ave.) Interchange Section.

County Road: E. 30th Avenue

FAS No.: 859

Type of Facility: Grade, drain, base, pave, structure on arterial road.

Limits of Facility: Begin project at Station L4 89+00 near westerly access to Lane Community College - end project at Station B5+50 near Pacific Highway (I-5).

Right of Way: Minimum 220', plus additional right of way and slope easements in the interchange area.

Number and Width of Lanes: 4 - 12' lanes, 10 foot median with guardrail, and 10 foot shoulders; plus normal interchange ramps and speed change lanes.

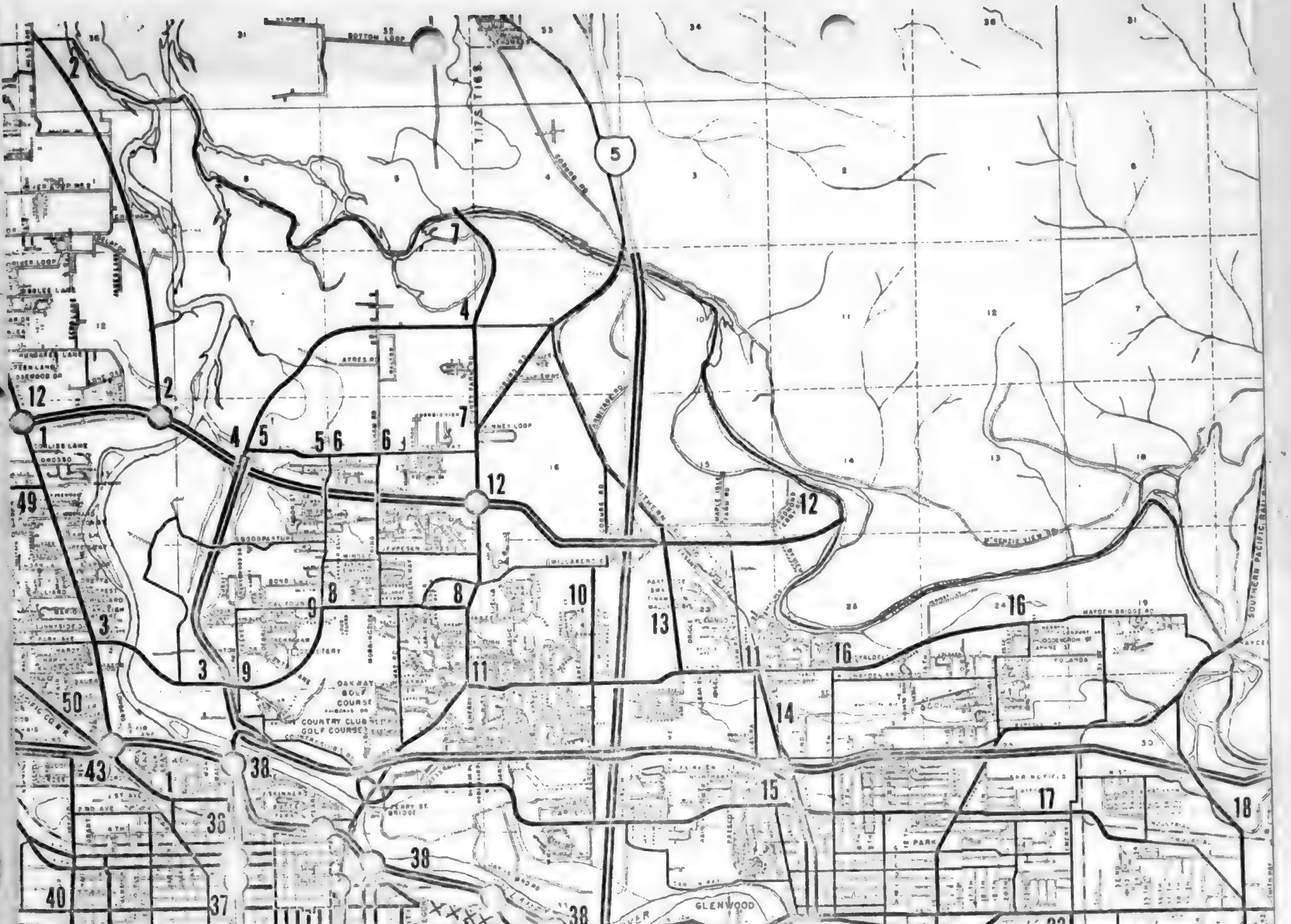
Access Control: None

Interchanges: One at west end of project.

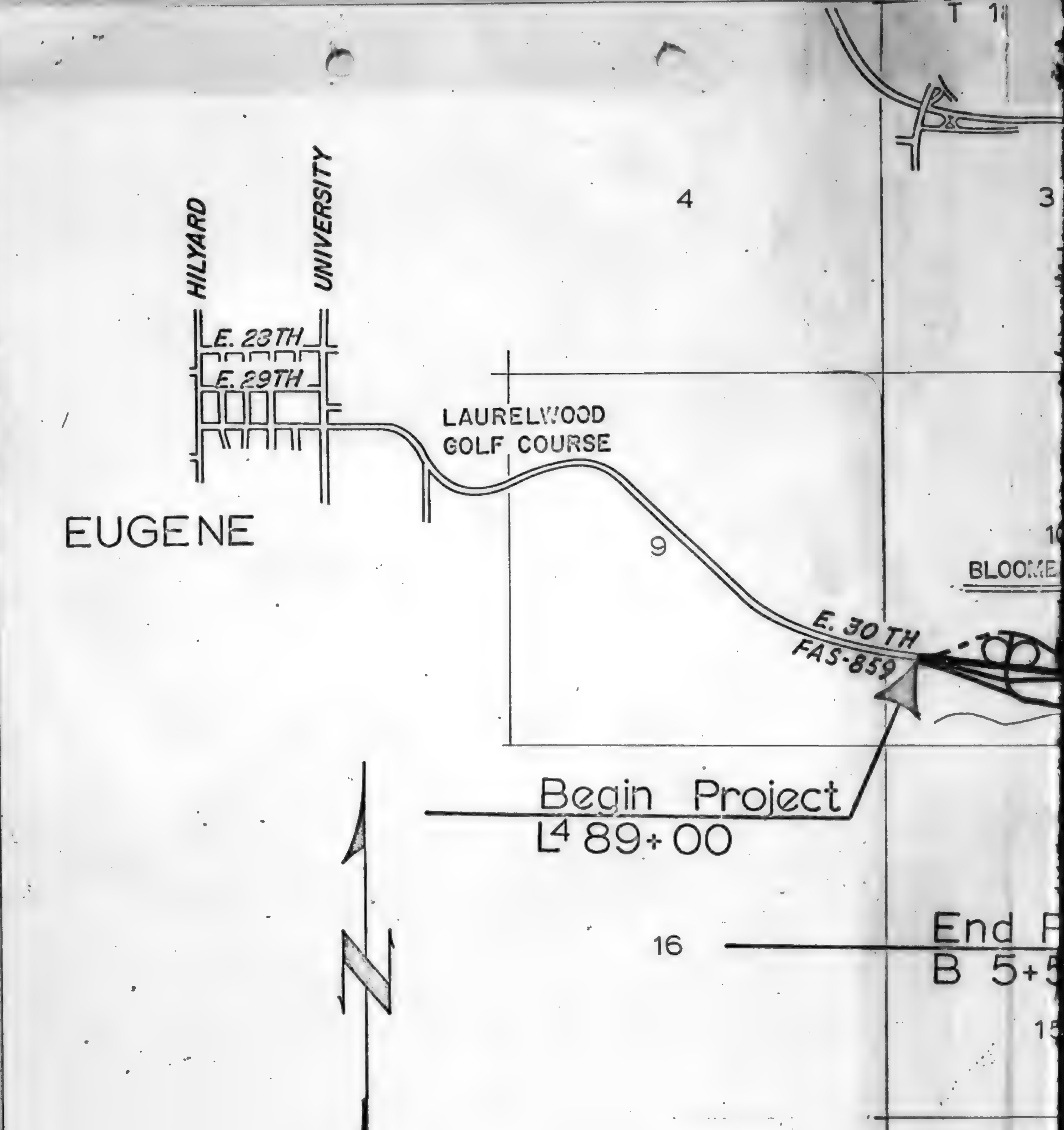
Road Intersections: One at-grade at east end of project.

Road Closures: None

Future Facilities: The interchange is an initial development of the Recommended Major Street Network as demonstrated in the E-SATS Transportation Plan-1985, Interim Report. (See attached map.)



PROPOSED INTERCHANGE



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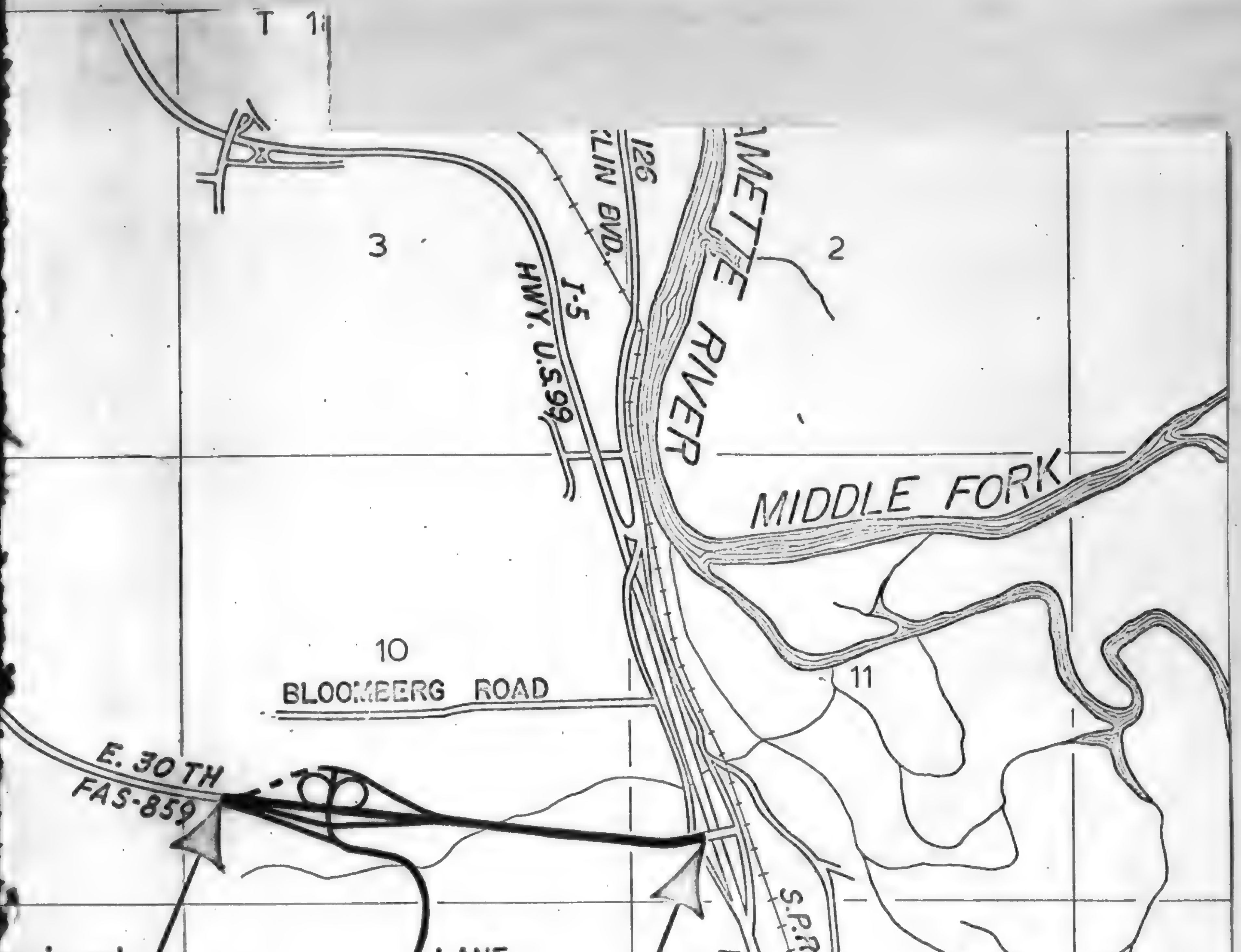
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COMMUNITY
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S.P.R.
U.S. 99
INTERSTATE NO. 5
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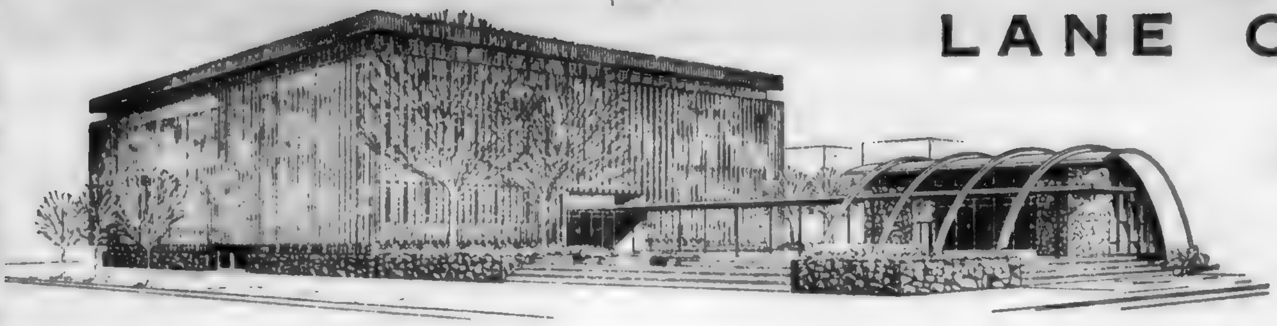
FAS 859



LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P. O. Box 2729
Eugene, Oregon 97402
Phone 688-5231

January 3, 1968

NOTED
H. S. COX

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sir:

This will inform you that the plans and earthwork computations for the 30th Avenue Community College interchange will be forwarded to your office on January 15, 1968.

The State Highway Department is to award the contract for both the structure and interchange, and furnish the engineering services for the contract.

April - 68

Very truly yours,

Gerald K. Attig

Gerald K. Attig
Director of Public Works

GKA:ln
cc: Charles Nixon

RECEIVED
JAN 4 1968
ENGINEER
COUNTY & CITY DIVISION

copy to Ted Roake
Frank Hall
Ben Gifford
Owen Turner

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Gerald K Attig, Director
John M Clay, Assistant to the Director
Luther Freeman, Principal Engineer
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Construction Supt
George Griffin, Subdivision Engineer
Ole Halderson, Bridge Superintendent
Francis Waggoner, County Surveyor

RECEIVED
DEC 27 1967

FOR FILING

SU-565(1)

7133

December 26, 1967

2012

Mr. Dale Parnell, President
Lane Community College
200 North Monroe
Eugene, Oregon 97402

Dear Mr. Parnell:

As requested by your letter of October 6, we have reviewed the problems which presumably will exist at the interchange between Interstate 5, the McVay Highway and 30th Avenue.

Several alternates have been studied; however, possible construction by Lane County of an extension of 30th Avenue easterly to tie into Jasper Road has altered the situation and, if constructed, will have a definite effect on the ultimate traffic pattern. When more is known on this, we will advise you.

As to identification signs on Interstate 5 in the vicinity of the interchange, we have been advised that recent changes in interpretation by the Bureau of Public Roads of the national standards for signing on Interstate highways will no longer permit installation of such signing. We have submitted individual requests for such signing for Multnomah College, University of Portland, Cascade College, Mount Hood Community College and Umpqua Community College within the past year and, in each instance, have been advised that such signing installations can no longer be approved.

When information is available on possible revisions to the interchange in question, we will contact you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
(FBK 2012) Victor D. Wolfe
F. D. Morgan
L. R. Chandler - Enc.

ADO:jr srb

FORM 2-30X—50M—7-66 SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: 30th Avenue O'xing
Lane Community College Sec.
30th Ave.-FAS 859
Lane County
Br. No. 9781

To: MEMO TO FILE

On August 16, 1967, Mr. Lou Freeman, Supervisory Engineer for Lane County Department of Public Works, was contacted regarding the median width on the subject bridge. It was pointed out that our standard minimum median width is now 16 feet instead of 10 feet and has been recommended by the Bureau of Public Roads as a minimum, except for special cases.

Mr. Freeman would not concur in changing the project to a 16-foot median due to the fact that additional right of way would be required. Mr. Tom Edwards has been informed of the above facts and instructed the Bridge Department to proceed with a bridge 86 feet wide (6' shldrs., 3 @ 12', 10' median, 2 @ 12', 10' shldrs.)

NOTE

L. L. Wallace
Chief Bridge Design Engineer

RECEIVED
AUG 2[illegible] 1967
ENGINEER
[illegible]

NOTED
P. B. Arensmeier

LLW:mb
cc: [illegible] S. Cox
W. J. Hart

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

6-28-67

LANE COUNTY
PROPOSED PROJECT (1968 FUNDS)

✓ FAS 859, 30th Avenue, 30th Avenue Overcrossing structure, $120,000.00 to be supplemented by 100% County funds.

This is a grade separation structure with a 74' curb section with 8.4' median at the Lane Community College interchange. Type of structure to be determined by bridge department. No sidewalks. Detour to be constructed and maintained by contractor. No additional right of way necessary. Survey and vicinity map by County.

67-e
6/28/67

HIWAY COMMISSION
APPROVED ON JUL 24 1967

OREGON STATE HIGHWAY DEPARTMENT

TO: Files

SUBJECT: 30th Ave. O'Xing, FAS-859

FROM: R.H. Prange

DATE: 7-18-67 Lane, County

Pursuant to a telephone conversation this date the above structure will be 86 feet in width as per the diagram. Note 6' shoulder on north side to correspond to the shoulder width of approach ramps. Luther Freeman, Principle Engr. concurred in this structure width.

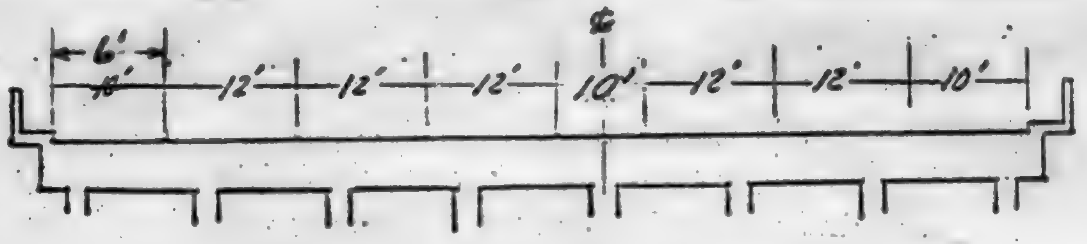
NOTED
H. S. COX

C.C. Luther Freeman
Ben Gifford
Ted Rooke

NOTED
P. B. Arensmeier

RHPrange
(SIGNATURE)

PLEASE REPLY HERE



DECK SECTION
30th Ave O'Xing - FAS 859 - Lane County

NOTED
R. H. PRANGE

NC
HAROL
REYNOLDS

NOTED
MAINOR C. HO

CC:
(SIGNATURE)
(DATE)

NOTED
DON HARWELL

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

RECEIVED
JUN 2[illegible] 1967
ENGINEER
COUNTY & CITY DIVISION

BRIDGE PROJECT REQUESTED BY LANE COUNTY Date 5/29/67

Is this to be a County project? ___Yes X No

Is this to be an FAS-C project? X Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name 30th Avenue

FAS Number 859

Luther Freeman informed me today that the county will do all earth work 10/13/67 MK

2. Name of river or stream ______

3. Name of bridge 30th Avenue - Lane

4. Location (Please attach map with location marked):

Section 10 Township 18 South Range 3 West W.M.

5. Desired width of bridge 74'-0" Curb - Curb

6. Are sidewalks desired? ___Yes X No

7. Width of sidewalks ______

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No N.A.

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No N.A.

10. Does County wish a particular type of bridge design? ___Yes X No

If "Yes," explain type desired: ______

11. Will County furnish any materials for bridge? ___Yes X No

Explain: ______

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes X No

13. Will County run survey and furnish vicinity map? X Yes ___No

14. Will County furnish foundation data? ___Yes X No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? _X_Yes ___No

16. Can road be closed during construction? ___Yes _X_No

17. Will detour be required? X__Yes ___No

18. Will detour be constructed and maintained by County? ___Yes _X_No

19. Will detour be constructed and maintained by contractor? X__Yes ___No

20. Will County construct approaches or connections? ___Yes X__No

21. Will contractor construct approaches or connections under contract?

X__Yes ___No

22. State width of traveled roadway: 68.4' Width of shoulders: 10'

23. Will additional right-of-way be required? ___Yes X__No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution___? N.A.

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes _X_No

26. Will old bridge remain in place? ___Yes ___No N.A.

27. Will old bridge be removed by contractor? ___Yes ___No N.A.

28. Will old bridge be removed by County? ___Yes ___No N.A.

29. Does County wish old bridge salvaged for future use? ___Yes ___No N.A.

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

X__Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?

X__Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes X__No

33. Does County wish complete job of illumination in project? ___Yes X__No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes X No Size_________

(b) Sanitary sewer mains: ___Yes X No Size_________

(c) Storm sewer: ___Yes XNo Size_________

(d) Gas mains: ___Yes X No Size_________

(e) Power lines: ___Yes X No

(f) Telephone lines: ___Yes X No

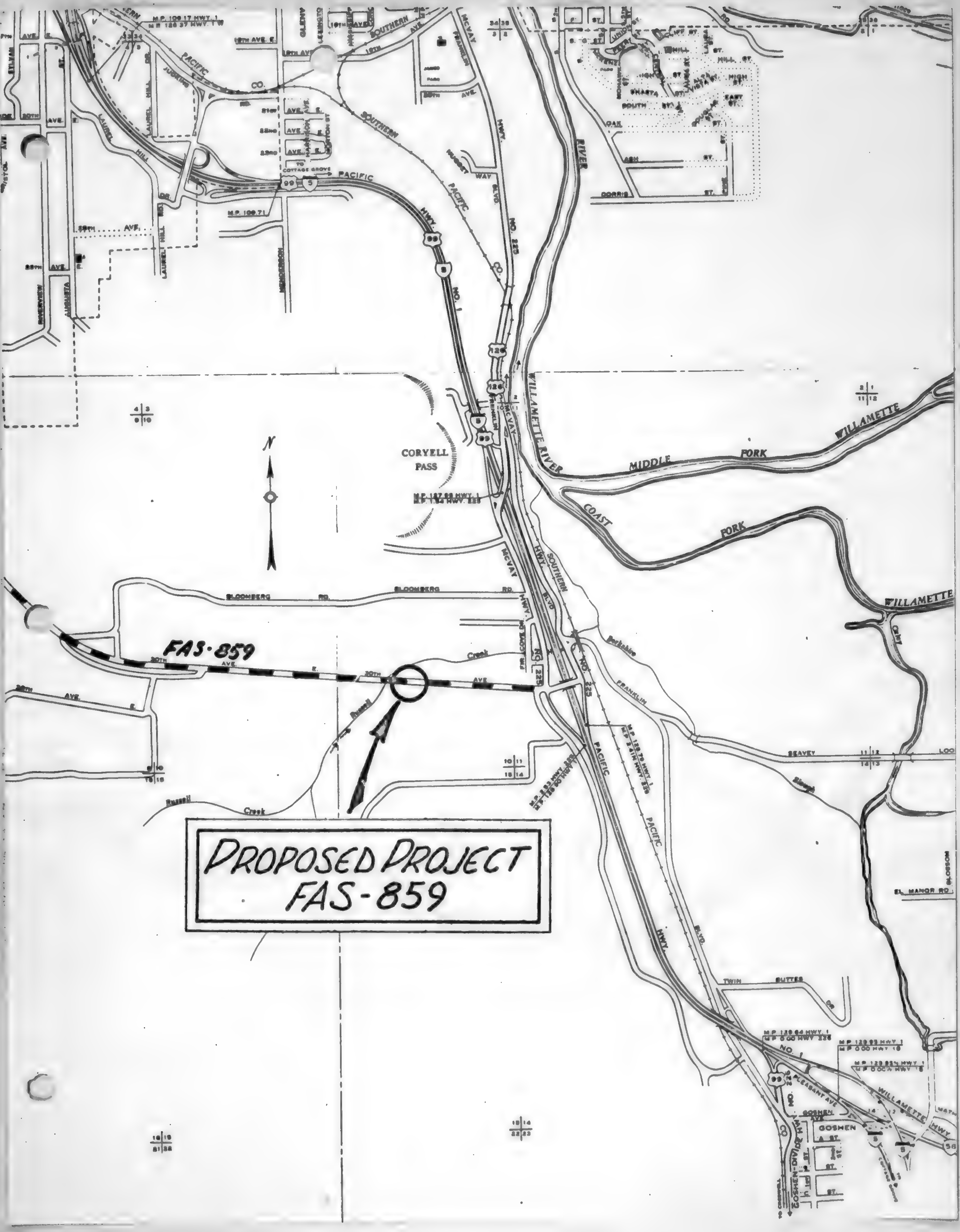
(g) Other utilities? 6" and 12" Utility holes

35. What is desired date for letting? As soon as possible.

Remarks_________________________________

By_________________________

By_________________________


PROPOSED PROJECT
FAS-859
FAS-859
N
CORYELL PASS
BLOOMBERG RD.
30TH AVE.
Russell Creek
MIDDLE FORK WILLAMETTE
COAST FORK WILLAMETTE
WILLAMETTE RIVER
SOUTHERN PACIFIC CO.
PACIFIC HWY. NO. 1
MCVAY HWY. NO. 225
FRANKLIN BLVD.
SEAVEY LOOP
TWIN BUTTES
EL MANOR RD.
GOSHEN
GOSHEN-DIVIDE HWY.
WILLAMETTE HWY
PLEASANT AVE.
LAUREL HILL DR.
HENDRICKS PARK

320-1720 Creswell (1st St. & "C" St.) 1968
Sec., city street. (Grading
#7134 & Paving)

C&A 3471

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97317

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-13-68	CC 1154		320-1413-995 $79.47 320-1770-995 $2,011.94

City of Creswell
PO Box 776
Creswell, Oregon 97426

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Harold E. Peterson, City Recorder			
Final Billing: Special City Allotment project on First Street and "C" Avenue, Contract 7134. Covered by agreement dated January 18, 1968.			
City's Advance Deposit			2,465.00
As per attached statement:			
Final cost		76,477.49	
Agreed State share		74,386.08	
Agreed City share			2,091.41
To be refunded			373.59

NOTED
H. S. COX

Cash R[illegible]
By

RECEIVED
DEC 16 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

S.C.A Files

SCA

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT   Date December 13, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT   Program Year 1968

Contract # 7134   Prefix 320-1720   Survey Prefix 320-1413

Street First Street and "C" Avenue

City Creswell

Payments to Contractor..(See attached voucher.) .*...	$ 20,431.29
Engineering and Contingencies...........................	5,966.73
* Survey... Total: $ 1,500.61 Pro-rata Share........................	79.47
TOTAL.............	$ 26,477.49
Agreed State Share	24,386.08
** Agreed City Share	$ 2,091.41
City Advance Deposit	$ 2,465.00
REFUND DUE CITY......$	**373.59**

Reference: Outside Billing co-1154

$$* \frac{\text{Construction costs over \$25,000} = \$\ 1,398.02}{\text{Construction costs} = 26,398.02} \times \$1,500.61 = \$79.47$$

Portion of preliminary engineering charged to project = $79.47

** Includes $2,091.41 for concrete curbs and sidewalks.

RU:mm NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY LANE		CONTRACT NO. 7134	ESTIMATE 5
HIGHWAY CITY STREET		FEDERAL AID PROJECT NO.	
SECTION CRESWELL /1ST STREET AND C AVENUE/			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO
~~001~~	~~TEMPORARY PROTECTION AND~~	~~DIRECT OF TRAF~~	~~LUMP SUM~~	~~700.0000~~	~~1~~
002	CLEARING AND GRUBBING		LUMP SUM	750.0000	
003	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	.6700	1,526
004	TRENCH EXCAVATION		CU YDS	1.3500	128
005	WATERING		M-GALS	2.7500	18
006	PAVEMENT REPLACEMENT		LIN FT	5.5000	18
007	LIME TREATED SUBGRADE		SQ YDS	.3300	2,93
008	LIME FOR TREATED SUBGRADE		TONS	34.5000	3
~~009~~	~~3/4IN-0 MATERIAL IN BASE~~		~~CU YDS~~	~~3.2000~~	~~35~~
010	STONE BASE		CU YDS	2.5700	1,11
011	CLASS B ASPHALT CONCRETE		TONS	7.1800	66
012	15-INCH STEEL ARCH-TYPE	STORM SEWER P	LIN FT	6.5500	244
013	18-INCH STEEL ARCH-TYPE	STORM SEWER P	LIN FT	7.4000	28
014	CONCRETE MANHOLES		ONLY	225.0000	
015	CONCRETE INLETS TYPE GB-1		ONLY	97.5000	
016	CONCRETE INLETS TYPE GB-2		ONLY	115.0000	
~~017~~	~~CONCRETE CURBS~~		~~CU YDS~~	~~38.5000~~	~~5~~
018	EXTRA FOR A C CONC	APPROACHES	ONLY	20.0000	
	PRICE AGREEMENT ITEMS				
30101	CONST MANHOLE		EACH	160.0000	
30201	CONSTRUCT SIDEWALKS		SQ YD	7.2000	
30301	RED FOR SUBSTANDARD	INLET	EACH	16.9400-	
6001J	OVERRUN COMPLETION DATE		DAY	30.0000-	
	FORCE ACCOUNT ITEMS				
801 F	FLAGGING				

DATE 08/23/68 7134	TOTAL CONTRACT ITE
PREVIOUS VOUCHER NO. 6597	% RETAINED ON CONTRACT ITE
CHECKED BY: AW/de	FORCE ACCOU
ENGINEER OR AUDITOR H. E. Mayfield	TOTAL PAYME

CONTRACT NO 7134

ESTIMATE NO 5 Post Final

PREFIX NO'S.

FEDERAL AID PROJECT NO.

320 1720 203 (640) 60.00 Dr.

STREET AND C AVENUE/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	700.0000	1.000	700.00	700.00	
LUMP SUM	750.0000	1.000	750.00	750.00	
CU YDS	.6700	1,526.500	1,022.76	1,022.76	
CU YDS	1.3500	128.440	173.39	173.39	
M-GALS	2.7500	18.000	49.50	49.50	
LIN FT	5.5000	18.000	99.00	99.00	
SQ YDS	.3300	2,981.600	983.93	983.93	
TONS	34.5000	32.220	1,111.59	1,111.59	
CU YDS	3.2000	358.600	1,147.52	1,147.52	
CU YDS	2.5700	1,111.600	2,856.81	2,856.81	
TONS	7.1800	669.860	4,809.59	4,809.59	
LIN FT	6.5500	244.000	1,598.20	1,598.20	
LIN FT	7.4000	280.000	2,072.00	2,072.00	
ONLY	225.0000	1.000	225.00	225.00	
ONLY	97.5000	5.000	487.50	487.50	
ONLY	115.0000	1.000	115.00	115.00	
CU YDS	38.5000	53.000	2,042.81	2,042.81	
ONLY	20.0000	2.000	40.00	40.00	
EACH	160.0000	1.000	160.00	160.00	
SQ YD	7.2000	6.750	48.60	48.60	
EACH	16.9400-	5.000	84.70-	84.70-	
DAY	30.0000-			60.00-	60.
			22.79	22.79	

TOTAL CONTRACT ITEMS	20,408.50	20,348.50	
% RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT	22.79	22.79	
TOTAL PAYMENTS	20,431.29	20,371.29	60.00

RECEIVED
AUG 28 1968

320-1720

7134

C

August 27, 1968

St. Paul Fire and Marine Ins. Company
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A post-final payment for $60 will be made to McKenzie Road and Driveway Company on Contract No. 7134 for grading and paving 1st Street and "C" Avenue in the city of Creswell in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $20,431.29 including the post-final payment. Of the total, $22.79 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc McKenzie Road & Driveway Co.
P. O. Box 347
Eugene, Oregon 97401

Mr. C. H. Maison
Attn: John Herr

C

RECEIVED
SEP 25 1968
FOR FILIN

330-1730

7134

August 20, 1968

McKenzie Road & Driveway Co.
P. O. Box 347
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission at its meeting on August 20 considered your request for an extension of time on Contract No. 7134 on 1st Street and "C" Avenue in the city of Creswell in Lane County.

After careful consideration, the Commission granted an increase of two calendar workdays.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc C. T. Keasey
H. E. Mayfield
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1968

SUBJECT: Extension of Time
Creswell (1st St. & "C" Ave.)
City Street
Contract No. 7134

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from McKenzie Road and Driveway Company, contractor on the subject contract, the attached request for an increase of two calendar workdays. The contractor's request is based on extra work added to the contract.

Virtually all of the contract work was completed by July 13 when the specified calendar workdays expired. The only work done after this date was added at the request of the City and involved repairing existing sidewalks and connecting them to the new contract curbs. This work was performed under Price Agreement No. 2 and was completed on July 15, 1968. An extension for these two calendar workdays is justified.

We recommend that the calendar workdays be increased by two which will eliminate all liquidated damages ($60.00). This is a State project.

Attached is a rough draft of a letter to the Highway Commission.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

Handed to Porter
8-2-68

DES:fw
Enc.
cc L. H. Young

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

McKenzie ROAD & DRIVEWAY CO.

PHONE 342-1725 • • • P. O. BOX 347 • • • PLANT AT 3600 COUNTY FARM ROAD • • • EUGENE, OREGON

July 15, 1968

Oregon State Highway Department
2141 East 15th
Eugene, Oregon

Re: Contract #7134
1st and "C" Street, Creswell

Attn: H. E. Mayfield
Resident Engineer

Gentlemen:

With reference to contract provisions Article 8-8(d) performance of extra work under article 4-4 and price agreement #2, which extended the sidewalks to the curb. It is not economical to do this work on overtime and our quote was based on a straight time basis. Also, our construction schedule was to do the original concrete work in conjunction with the paving operation. However, due to the additional sidewalk work, the State wanted, we had to change our work schedule to include this additional work which now did not coincide with our asphalt work and a special move in of additional crew was necessary to accomplish this work as rapidly as possible.

Therefore, in view of the additional work it is necessary to request and extension to our work day count by two days, July 14th and July 15th.

An early approval of this request will be appreciated.

Very truly yours,

McKenzie Road & Driveway Co.

Ben F. Dodge

Ben F. Dodge
Controller

BFD/kse

FIRM FOUNDATIONS FOR THE EMERALD EMPIRE

RECEIVED
AUG 15 1968
FOR FILING
320-1720
7134

August 15, 1968

St. Paul Fire & Marine Ins. Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7134 awarded to McKenzie Road & Driveway Company for grading and paving on 1st Street and "C" Avenue in the city of Creswell in Lane County was completed on July 15, 1968, and accepted by the Highway Commission on August 14, 1968.

Final payment in the amount of $1,056.60 will be released to the contractor after August 22, 1968. The total contract amount is $20,371.29 including $22.79 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: McKenzie Road & Driveway Company
P. O. Box 347
Eugene, Oregon 97401

L. H. Young
C. H. Maison
Attn: John Herr

[illegible]
AUG 15 1968

C

[illegible]
320-1720

7134

August 14, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 15, 1968, on Contract No. 7134. The contract was with McKenzie Road and Driveway Company Inc., and was for grading and paving on the Creswell (1st Street and "C" Avenue) Section in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 14, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

RECEIVED
AUG 6 - 1968

3 20-1720

7134

August 5, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 6
August 20, 1968 meeting

Gentlemen:

McKenzie Road and Driveway Company, contractor on the Creswell (1st Street and "C" Avenue) Section of Creswell city streets in Lane County, Contract No. 7134, has requested an increase of two calendar workdays. The contractor's request is based on work added to the contract.

The original contract work had been completed on July 13, 1968, when the specified calendar workdays expired. The only work done after this date was repairing existing sidewalks and connecting them to the new curbs. This work was added at the request of the City and was done under a Price Agreement. The work was completed July 15, 1968, and an extension of two calendar workdays is justified.

I recommend that the calendar workdays be increased by two which will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enclosure
DES:fw lms
bc: Floyd Query
F. B. Klaboe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7134 Contractor McKenzie Road and Driveway co.

Highway City Street (Creswell)

Section Creswell (1st. St. and "C" Ave.)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Extra work added to the contract to repair sidewalks and connect them to new curbs justifies an increase of 2 calendar workdays.

Recommended for Approval:

John Caufer II Asst. Division Engineer

John A. Bond for Construction Engineer or ~~Bridge~~ Engineer

State Highway Engineer

Contract No.	7134
Project designation (State-Federal)	State
Date awarded	5-2-68
Work started	5-28-68
Per cent completed, Date	100% 7-15-68
No. of Calendar Workdays Allowed	60
No. of Calendar Workdays Used	62
No. of Added Calendar Workdays Requested	2

State Printing [illegible]

E—330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date JULY 15, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 62 days, within which to complete our Contract No. 7154, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

EXTRA WORK ON PRICE AGREEMENT #2 AS REFERENCE OUR LETTER OF JULY 15, 1968.

Respectfully submitted,

MCKENZIE ROAD & DRIVEWAY CO.
Contractor

By B E Dodge
BEN E. DODGE
Controller

CONSENT OF SURETY

Date 7-16-, 19 68

We, St. Paul Fire and Marine Insurance Co., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Pat Collins
Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
AUG 15 1968

FOR FILE
320-1130
71-1

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1968

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Creswell (1st St. & "C" Ave.)
City Street
Contract No. 7134

We have received from McKenzie Road and Driveway Company, contractor on the subject contract, the attached request for an increase of two calendar workdays. The contractor's request is based on extra work added to the contract.

Virtually all of the contract work was completed by July 13 when the specified calendar workdays expired. The only work done after this date was added at the request of the City and involved repairing existing sidewalks and connecting them to the new contract curbs. This work was performed under Price Agreement No. 2 and was completed on July 15, 1968. An extension for these two calendar workdays is justified.

We recommend that the calendar workdays be increased by two which will eliminate all liquidated damages ($60.00). This is a State project.

Attached is a rough draft of a letter to the Highway Commission.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

NOTED
F. B. KLABOE

DES:fw
Enc.
cc L. H. Young

RECEIVED
AUG - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

320-1720
7134

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Creswell (1st St. & "C" Ave.	WEEK ENDING July 30, 1968
		SECTION PREFIX 320-1720
	HIGHWAY City Street	COUNTY Lane
NAME OF JOB Creswell (1st St. & "C" Ave.)	KIND OF WORK Grading and Paving	
CONTRACTOR McKenzie Road and Driveway	CONTRACT NUMBER 7134	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 15, 1968	DATE WORK STARTED May 28, 1968	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 62
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $24,984.58		
EXCLUSIVE OF ENGINEERING: $22,802.52	ENGINEERING AUTHORIZATION $2,182.06	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $20,390.74	ENGINEERING COST TO DATE $5,384.84	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 10.6 %	PERCENT OF AUTHORIZATION 246.8 %	DATE PROJECT WAS COMPLETED July 15, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE		COMPLETE			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
RECEIVED
Trout

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7-28	
MONDAY 7-29	Two men working on Semi-final estimate and other office work. Mr. Keasey in office.
TUESDAY 7-30	Two men finished work on Semi-final estimate today.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the last report as the Semi-final estimate was submitted to Division Office on Tuesday July 30, 1968.

SIGNED H E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

SCA

CITY OF CRESWELL
CRESWELL, OREGON

July 19, 1968

RECEIVED
JUL 24 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County and City Engineer
State Highway Dept.
Salem, Oregon

Dear Mr. Cox;

We do hereby wish to extend both our thanks and our acceptance for the paving job recently completed by the State Highway Department on 1st and C Streets in the City of Creswell.

Yours Very Truly,

Clyde C Hollemon

Clyde C. Hollemon
Mayor

NOTED
H. S. COX

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
[illegible] 1968
CONSTRUCTION
DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
[illegible] B. Arensmeier

RECEIVED
JUN 24 1968

FOR FILING
320-1720
7134

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

June 21, 1968
Salem, Oregon

To: **MEMO TO THE FILES**

SUBJECT: City of Creswell
1st St. & C Ave. Section
Lime Stabilization
Contract No. 7134

NOTED
F. B. KLABOE

An inspection of the subject project was made on June 20, 1968. Soil stabilization by lime treatment was in progress.

The soil being treated was a silty-clay type and approximately 5% lime by weight was being added and mixed to a six-inch depth. The lime was being placed mixed in three separate operations, a third of the specified amount of lime being placed over the entire roadway section each operation.

Some difficulty was encountered on the first operation due to the lime placement truck getting stuck in the saturated subgrade that was being treated. However as the operation progressed the soil became drier and more stable due to absorption of the moisture by the lime. Following the final mixing and rolling, test results showed compaction was good with densities attaining 100%.

From the conditions observed in soil stabilization in the early stages it appears that final results of this operation will be very good.

There was, however, one feature of the operation that was considered poor and needs correction. This is in the placement of the lime itself. To show the problem, a few pictures of the operation were taken are are on an attached sheet. First it should be noted that this project is on City streets with adjacent business and residential buildings as well as lawns, shrubs, trees, etc.

Picture No. 1 shows the lime spreading truck which has been equipped with a top cover and an apron to help alleviate blowing and scattering of the lime when deposited on the roadway.

Picture No. 2 shows the Rex mixer which was attached to a rubber tired tractor.

Picture No. 3 shows the lime placement truck from the front while depositing the lime and Picture No. 4 shows what the operation looks like from the rear.

REFERRED TO
Young 6-24-68
By Asst State Hwy. Engr

Picture No. 5 shows one completed placement of the lime on the street section.

Picture No. 6 shows the mixing operation in progress after lime placement.

It should be noted that at the time the pictures were taken there was no wind. There was other times, however, that with a slight breeze the lime dust was floating as far as 3 blocks away from the project.

Shrubs and trees and areas closely adjacent to the lime placement areas did receive some lime dust coatings, the amount decreasing as the distance from the operation decreased.

Investigation indicates damage to trees, shrubs, etc. could occur through closing of the breathing pores in leaves or possibly through burning if in presence of a small amount of water or dew. The coating of lime probably would need to be in a fair quantity to cause much damage.

On this particular project the contractor was aware of his responsibility and is washing and sprinkling the immediate adjoining area to attempt to alleviate any damage or claims.

It is believed that there is a problem in placement of dry lime where the roadway is in a populated area which could easily end in damage claims. Therefore it is recommended that where lime is used in populated areas in which damage might be caused by the lime dust, that the lime be deposited as a slurry or similar type operation which would alleviate this dust problem.

John H. Walker
Asst. Construction Engineer

JHW:ss

cc: F. B. Klaboe
C. T. Keasey
H. E. Mayfield

RECEIVED
JUN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1968

[illegible]

320-1720

7134

May 3, 1968

Bids rec'd
Apr 25

McKenzie Road & Driveway Co.
P. O. Box 347
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on May 2, 1968, accepted your proposal for grading and paving 1st Street and "C" Avenue in the city of Creswell in Lane County for the sum of $21,520.60 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Creswell is received and the sum of $2,465 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 7134. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
James Chaney
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

CITY OF CRESWELL
CRESWELL, OREGON
97426

May 1, 1968

RECEIVED
MAY 2 - 1968
ENGINEER
COUNTY & CITY DIVISION

State of Oregon,
State Highway Department
Salem, Ore. 98310

Attention: Mr. H. S. Cox, County & City Engineer.
Mr. Richard Unrein, Field Engineer

Gentlemen:

Replying to your letter of April 25th, regarding the 1968 Special City Allotment Project on First Street and "C" Avenue in Creswell. As requested we enclose, herewith, our check in the amount of $2,465.00 to cover cost of concrete curbs.

Yours very truly,

Harold E. Peterson
Harold E. Peterson,
City Recorder.

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

Fred W. Hill, Member
Helix
Thaddeus Bruno, Member
Portland

April 25, 1968

Mr. Harold E. Petersen
City Recorder
P.O. Box 276
Creswell, Oregon 97426

Dear Mr. Petersen:

On April 25, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on First Street and "C" Avenue in Creswell. The apparent low bid was submitted by McKenzie Road and Driveway Company of Eugene, and the anticipated cost based on the bid is as follows:

Contractor's bid *	$21,520.60
Anticipated additional items	300.00
TOTAL	$21,820.60
Engineering and contingencies (14-1/2%)	3,163.99
TOTAL ANTICIPATED COST	$24,984.59

* Includes $2,464.00 for concrete curbs.

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $2,465 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

RU

Richard Unrein
Field Engineer

RU:sb

bc: C. T. Keasey, Div. Engr.
L. H. Young

NOTED
DON HARWELL

CRESWELL (1ST STREET AND "C" AVENUE) SECTION

CITY STREET

LANE COUNTY

State Project
0.11 mi. Grading and Paving

Bids Received April 25, 1968

1.	All Specified	Temporary Protection and Direction of Traffic		$ 400.00	900.00
2.	All Specified	Clearing and Grubbing		500.00	250.00
3.	1,720 cu.yds.	General Excavation, Unclassified	$ 1.50	2,580.00	1,152.40
4.	200 cu.yds.	Trench Excavation	3.00	600.00	270.00
5.	40 M-gals.	Watering	3.50	140.00	110.00
6.	30 lin.ft.	Pavement Replacement	5.00	150.00	165.00
7.	3,090 sq.yds.	Lime-Treated Subgrade	0.25	772.50	1,019.70
8.	36 tons	Lime for Treated Subgrade	30.00	1,080.00	1,242.00
9.	240 cu.yds.	3/4" - 0 Material in Base	3.35	804.00	768.00
10.	1,230 cu.yds.	Stone Base	3.10	3,813.00	3,161.10
11.	660 tons	Class "B" Asphalt Concrete	8.00	5,280.00	4,738.80
12.	270 lin.ft.	15-inch Steel Arch-Type Storm Sewer Pipe	5.25	1,417.50	1,768.50
13.	314 lin.ft.	18-inch Steel Arch-Type Storm Sewer Pipe	6.25	1,962.50	2,323.60
14.	1 only	Concrete Manholes	300.00	300.00	225.00
15.	5 only	Concrete Inlets, Type GB-1	125.00	625.00	487.50
16.	1 only	Concrete Inlets, Type GB-2	150.00	150.00	115.00
17.	64 cu.yds.	Concrete Curbs	50.00	3,200.00	2,464.00
18.	3 only	Extra for A.C. Concrete Approaches	50.00	150.00	60.00
		For Comparison of Bids		$23,924.50	21,520.60

ESTIMATED CONSTRUCTION AUTHORIZATION

10% under

Estimated Contract Amount		$23,924.50	21,520.60
Anticipated Additional Items:			
Flagging	$100.00		
Signing (Perm.)	200.00		
		300.00	300.00
		$24,224.50	21,820.60
Engr. & Cont. (14½%)		3,512.55	3,163.99
Estimated Net Authorization, Constr.		$27,737.05	24,984.59

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

Section 1st ST. & "C" AVENUE Highway City of Creswell County Lane Prefix 320-1413

Res. Engr. A. W. Bates Approx. Length 0.12 Miles. Sta. ___ to Sta. ___ Date 3-19-68

Truck A.D.T. 103 Traffic Coefficient 7.4 18 kip s.a. per day 34 (Automobiles not considered.)

Annual Precipitation 48"+ (Cottage Grove) Frost Penetration ---------.

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level
	9.5	9.5	Cr. Base
	5.0	6.0	L.T.S.
23.5	23.5	21.0	

20-1728

1134

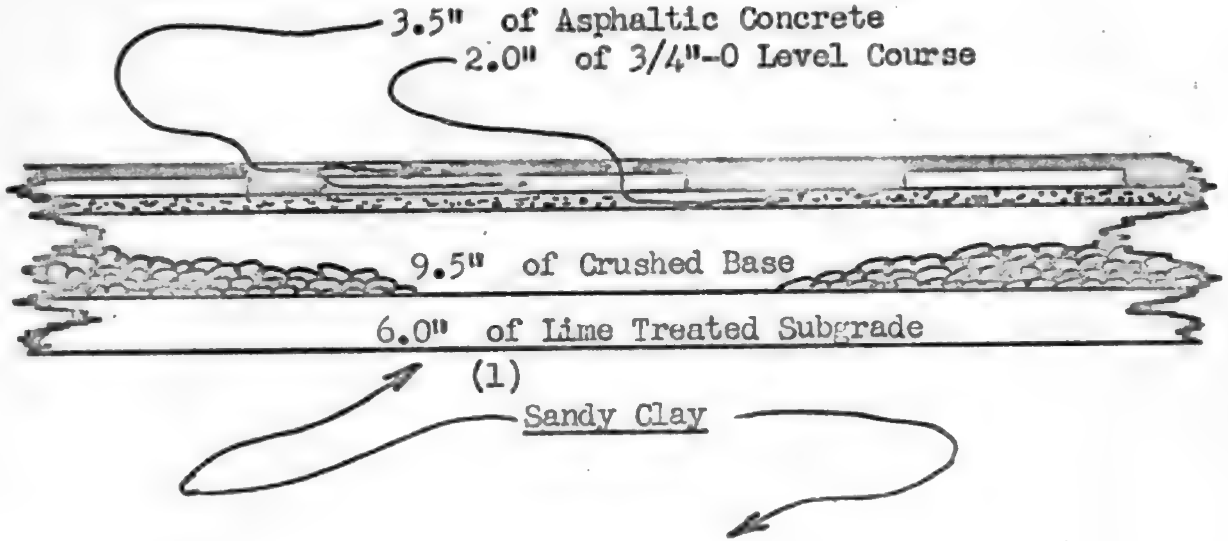
(1)
Typical Soil
32 LL
10 PI
93 %P10
64 %P200
7 %Gravel
11 %C Sand
18 %F Sand
30 %Silt
34 %Clay
11 "R" Value
([illegible])

AASHO CLASSIFICATION:

A-4 (6)

MATERIAL SOURCES:

To be determined by the Engineer


3.5" of Asphaltic Concrete
2.0" of 3/4"-0 Level Course
9.5" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Sandy Clay

See remarks on Page 2.

NOTED
F. B. KLABOE

3-19-68

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County-City (2)

RECEIVED
MAR 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Submitted by ________
for Staff Assistant

Recommended by ________
Engineer of Materials

Recommended by ________
Asst Construction Engineer

Approved by ________
~~Asst.~~ State Highway Engineer

1st Avenue & "C" Avenue
City of Creswell
Lane

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
6 - 7	3.0"	2.0"	8.0"	6.0"	21.0"	19.0"
4.8 - 6	2.0"	2.0"	6.5"	6.0"	17.5"	16.5"
Cars Only	2.0"	2.0"	*4.0"	6.0"	13.0"	14.0"

*Minimum thickness of coarse crushed base.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals.)	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	0.8" Crushed Base

Note:

The surfacing thickness design is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

TRAFFIC ANALYSIS

SECTION: 1st Avenue & "C" Avenue

HIGHWAY: City of Creswell

COUNTY: Lane

700 Present ADT (1967)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	45	1.9	86	66	450	29,700
3	25	1.9	48	37	1000	74,000
4					1250	
5					3180	
6					2570	
				103	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 103,700

TWENTY YEAR EWL 2,074,000

TRAFFIC COEFFICIENT 7.4

SECTION: 1st AVENUE & "C" AVENUE

HIGHWAY: City of Creswell

COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete.

13. Traffic Safety: No problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.12 mi.) project. See Items 6 & 12.

SCR

Johnson
3-15-68

Creswell (1st St. & "C" Ave.)
LANE COUNTY

Temporary Protection and Direction of Traffic	All Specified		400 -
Clearing and Grubbing	All Specified		500 -
General Excavation, Unclassified	1720 cu. yd	1.50	2580 -
Trench Excavation	200 cu. yd.	3.00	600 -
Watering	40 M-Gals.	3.50	140 -
Pavement Replacement	30 lin. ft	5.00	150 -
Lime Treated Subgrade	3090 Sq. yds	0.25	772.50
Lime for Treated Subgrade	36 ton	30.00	1080. -
3/4"-0 Material in Base	240 cu. yd	3.35	804 -
Stone Base	1230 cu. yd	3.10	3813 -
Class "B" Asphalt Concrete	660 ton	8.00	5280 -
15-inch Steel Arch Type Storm Sewer Pipe	270 lin. ft	5.25	1417.50
18- " " " " " " "	314 lin. ft	6.25	1962.50
Concrete Manholes	1 only	300.00	300. -
Concrete Inlets, Type GB-1	5 only	125.00	625 -
" " " GB-2	1 only	150.00	150
Concrete Curbs	64 cu. yd.	50.00	3200 -
Extra for A.C. Conc. Approaches	3 only	50.00	150
			23924.50
Anticipated			300
			24224.50
Engr. & Cont. 14 1/2			3512.55
			27737.05
Est. City share P.E			148.02
TOTAL			$ 27,885.07

RECEIVED
MAR 19 1968
ENGINEER
COUNTY & CITY DIVISION

Flagging	100 -
Perm. Signing	200

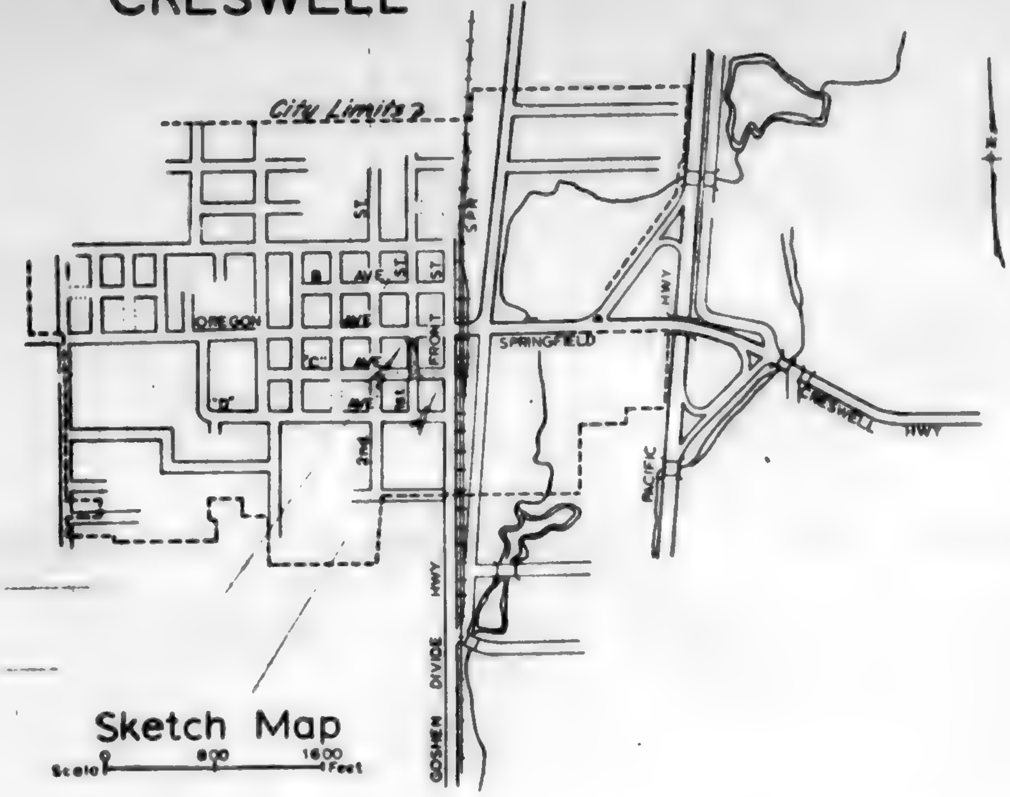
$\frac{2,737.05}{27,737.05} \times \$1500 = \$148.02$

NOTED
H. S. COX

NOTED
RICHARD UNREIN

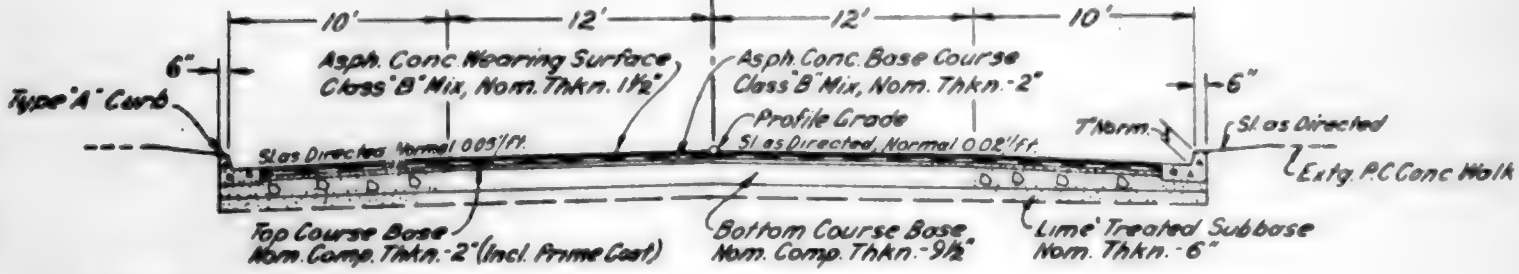
NOTED
DON HARWELL

CRESWELL



Sketch Map

TYPICAL SECTION


℄
10'
12'
12'
10'
6"
6"
Type "A" Curb
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thkn. 1½"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Sl. as Directed, Normal 0.03'/Ft.
Sl. as Directed, Normal 0.02'/Ft.
T'Norm.
Sl. as Directed
Extg. P.C. Conc. Walk
Top Course Base Nom. Comp. Thkn. - 2" (Incl. Prime Coat)
Bottom Course Base Nom. Comp. Thkn. - 9½"
Lime Treated Subbase Nom. Thkn. - 6"

APPROVED
CITY OF Creswell
BY MAYOR Clyde C Hallamon
BY RECORDER F. Peterson
DATE Mar 6 - 1968

NOTED
H. S. COX

NOTED
RICHARD UNREIN

PRELIMIN
MAR
SUBJECT
ROAD DESI

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COUNTY

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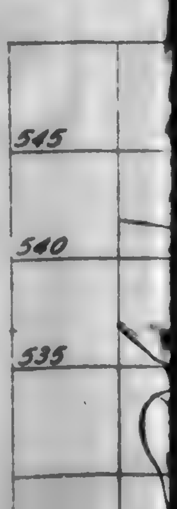


Overall Length of Project Mile

OREGON STATE HIGHWAY DEPARTMENT
GRADING & PAVING
CRESWELL (1st. St. & "C" AVE.) SEC.
CITY STREET
LANE COUNTY

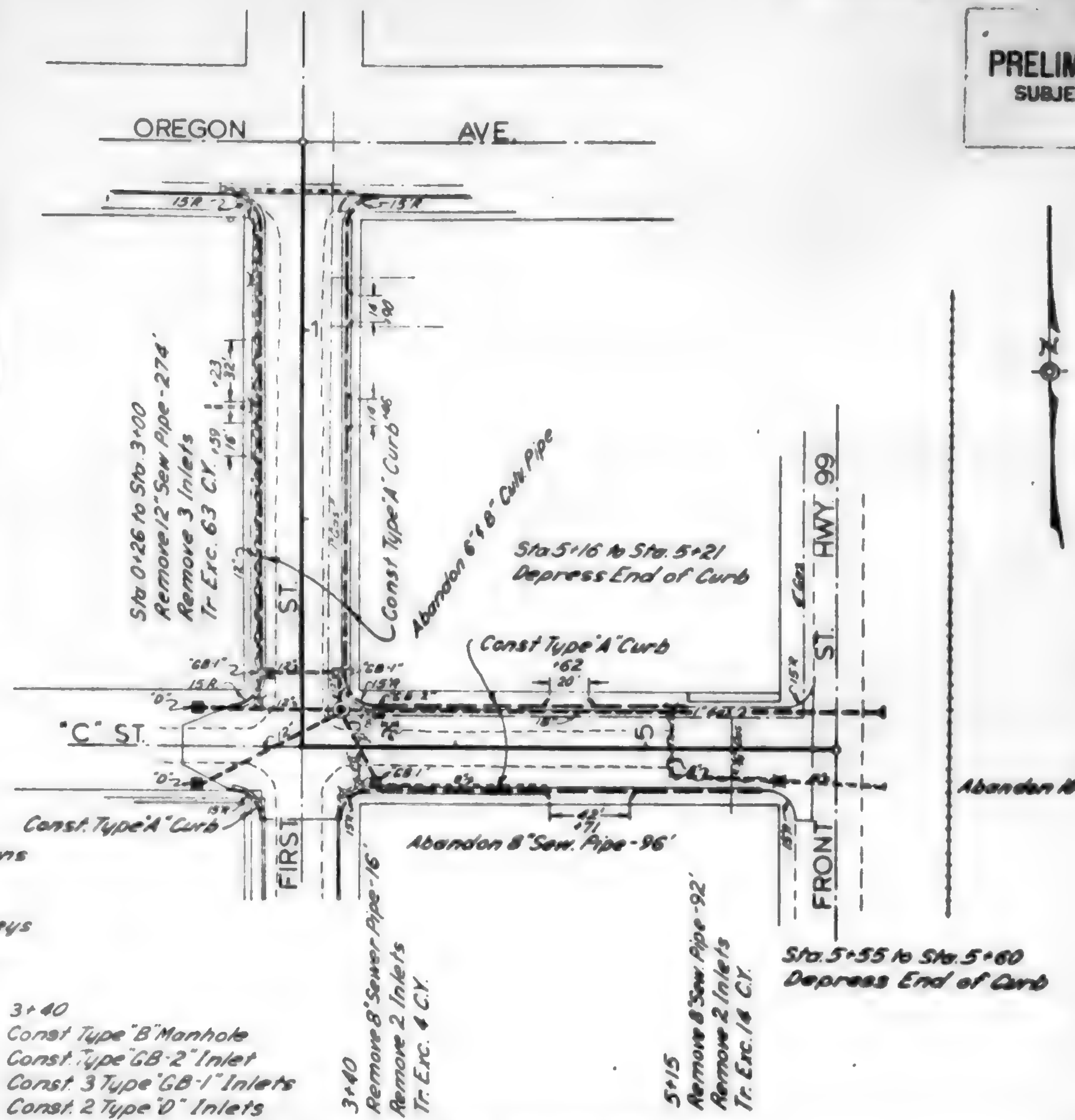
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	SHEET No. 1
8	OREGON	STATE		TOTAL SHEETS 1

ELIMINARY COPY
MAR 4 1968
JECT TO CHANGE
AD DESIGN SECTION

PRELIMINARY COPY
SUBJECT TO CHANGE

ECEIVED
MAR - 5 1968
ENGINEER
COUNTY & CITY DIVISION

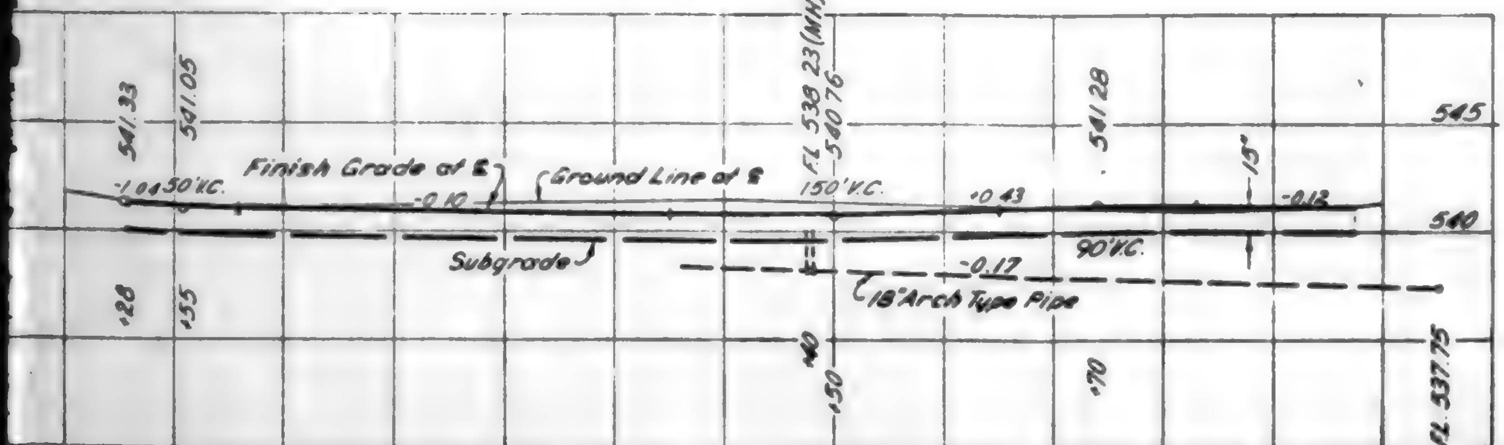
ECEIVED
MAR - 8 1968
ENGINEER
NTY & CITY DIVISION



E:
nove Curbs & Walks at Curb Returns
Req'd. (Clearing & Grubbing)

ss Curbs for 6 Dwys. & Alleys
n Thus

3+40
Const Type "B" Manhole
Const. Type "GB-2" Inlet
Const. 3 Type "GB-1" Inlets
Const. 2 Type "O" Inlets
Inst. 18" Corr. (Annular) Stl. Arch Type Storm Sew. Pipe - 286'
(16 Ga., Asbestos Bonded, Asph. Coated)
Inst. 12" Corr. (Annular or Helical) Stl. Storm Sew. Pipe - 246'
(16 Ga., Asph. Coated)
Tr. Exc. 122 C.Y.



Whitley - Sturzman

NOTED
DON HARWELL

RECEIVED
FEB 20 1968
ENGINEER
COUNTY & CITY DIVISION

FIRST ST. & "C" AVENUE

NARRATIVE REPORT

This survey was made for a curb & gutter on First Street from Oregon Avenue to "C" Avenue, and on "C" Avenue from First Street to Front Street. The proposed improvement being 320' of First Street and 280' of "C" Avenue.

An effort was made to fit the top of the curbs to the sidewalks and properties. However, the sidewalks were irregular in grade and the quality was poor. The best section of sidewalk was on the right of the centerline from 2+28 to 2+90. This walk was so low the gutter was dropped only 4 inches below this and the fire station driveway slab. Even so, the outlet of the storm sewer was 5 inches below the flowline of the pipes under Oregon Avenue at Front Street. This was the best compromise that could be worked out.

An important feature of the proposed project is to provide drainage from the area at the fire station and City Hall. This should be accomplished by the sewer system planned.

The excavation for the streets are in a heavy type of soil and the water table is high most of the year; so a lime stabilized subgrade was provided in this project.

A. W. Bates, Resident Engineer

RECEIVED
FEB 20 1968
ENGINEER
COUNTY & CITY DIVISION

COST SUMMARY

Item No.	Item	Unit	Quantity	Unit Price		Amount
1.	Clearing & Grubbing	lump sum	All		750.00	$500.00
2.	General Excavation	cu.yd	1,720 2,300	1.00 1.50	2,300.00	2,580.00
3.	Trench Excavation	cu.yd	160 200	3.00	600.00	480.00
4.	Watering	M-gals	45 100	4.00 3.00	180.00	300.00
5.	Lime in Subgrade	ton	35 –	30.00 –	–	1,050.00
6.	Processing Lime	sq.yd	3,030 –	0.25 –	–	757.50
7.	Stone Base	ton	1,115 2,120 1,400 c.y	(4.18) 3.00 c.y 2.20	4,200.00	4,664.00
8.	3/4-0 Crushed Mat'l in Lev. Crs.	ton	205 390 220 c.y	(4.37) 3.25 c.y 2.30	715.00	897.00
9.	Asphalt Concrete Pavement	ton	620 500	7.50 8.00	3,750.00	4,960.00
10.	12-inch Ex. Str. Conc. Sewer	lin.ft	27 375	3.75 4.00	1,406.25	108.00
11.	15-inch Ex. Str. Conc. Sewer	lin.ft	82	5.00	–	410.00
12.	18-inch Ex.Str. Conc. Sewer	lin.ft	400 310	5.25 5.75	1,627.50	2,300.00
13.	Concrete Inlets GB-1	each	5 } 9	125.00 }	1,125	625.00
14.	Concrete Inlets "D"Mod.	each	2	125.00		250.00
15.	Concrete Manhole Type "B"	each	1 –	300.00	–	300.00
16.	Concrete Curbs Type "A"	cu.yd	60 65	45.00 50.00	2,925.00	3,000.00*
						20,181.50** 23,181.50
	Engineering & Contingencies					4,137.21 20% 4,636.30
	Total					24,318.71 $27,817.80
					City Share P.E.	151.94
					Total	$27,969.74

3½" A.C. used.
3" A.C. Preliminary Est.

* The curbs to be built by contract and paid for by the City
** This figure does not include the $3,000.00 for curbs.

City anticipates $3,000 cost, [illegible]

Survey Est $1500 City share = $151.94 [illegible]

RECEIVED
FEB 1 - 1968

FOR FILING

320-1720
7134

1-30-68

Prefix No. 320-1413

LOCATION PROSPECTUS
CRESWELL (FIRST ST. & "C" AVE.) SECTION
CITY STREET - LANE COUNTY

HIGHWAY: First Street and "C" Avenue, city streets. Not on State or Federal Highway system.

TERMINI: Beginning at the intersection of First Street and Oregon Avenue, thence south to the intersection of First Street and "C" Avenue, thence east to Highway 226.

LENGTH: 0.12 mile.

PROGRAM: 1968 Special City Allotment Funds

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. The streets are narrow and inadequately surfaced. Soils investigations will be conducted. Particular attention should be given to drainage as the existing drainage is inadequate.

TYPICAL SECTION: Forty-four-foot curb-to-curb section with Type "A" curbs and gutters.

BASE: Tentative base design for construction is:

3-1/2"	A.C.
2 "	Leveling
10-1/2"	Crushed Base
4 "	Blanket
20"	Total

NOTED
R. L. PORTER

MATERIAL: Commercial sources.

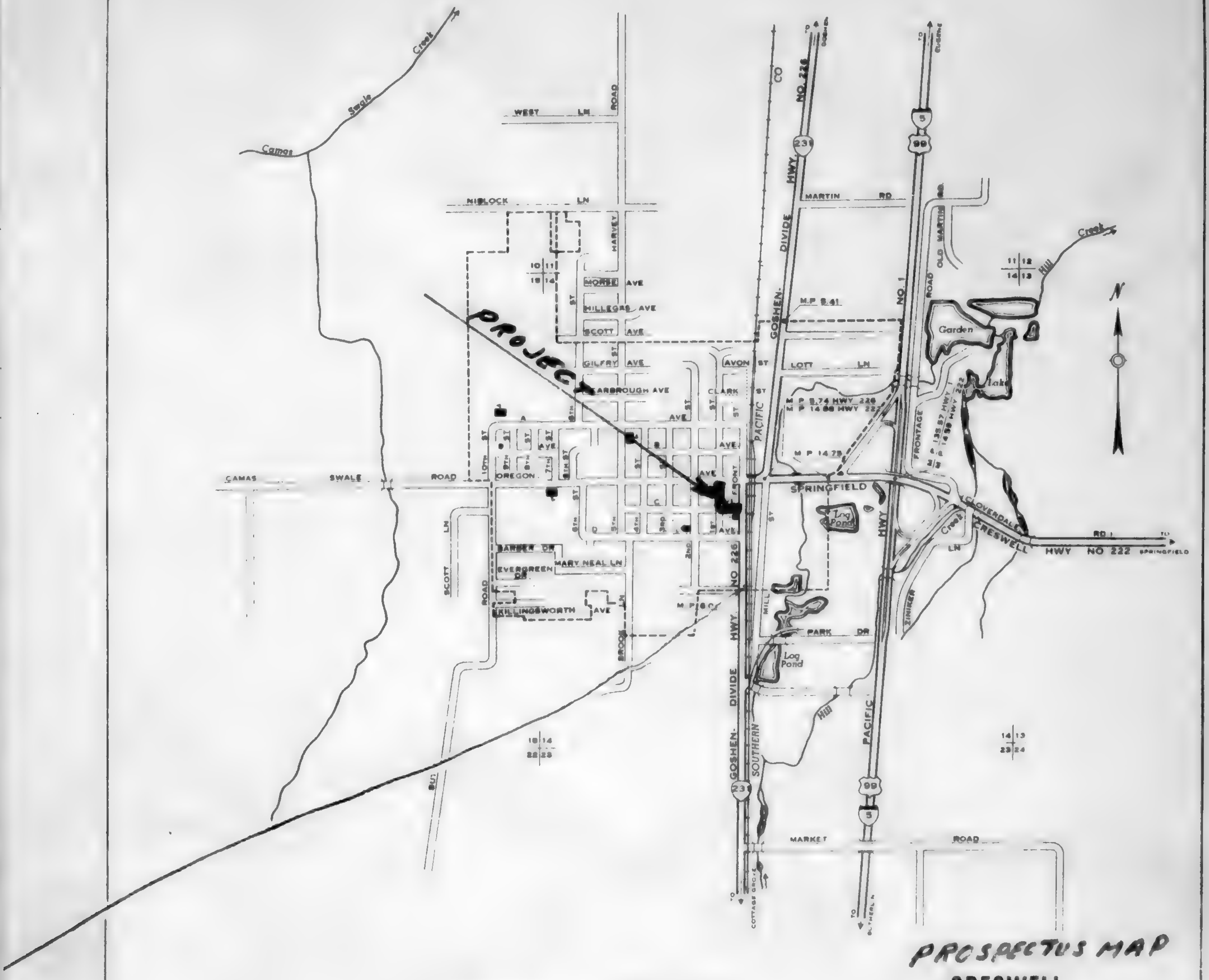
ADDITIONAL FACILITIES: None.

AGREEMENTS: Routine negotiations for Special City Allotment Project.

PARKS: None.

NOTED
FORREST COOPER

January 30, 1968
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

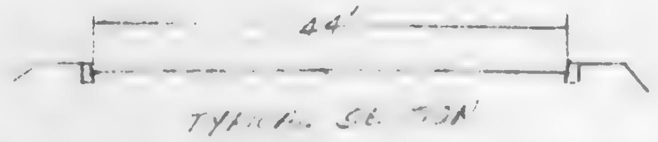


SIGNED ROUTES

INTERSTATE 0
U S 00
ORE 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg
  - CY - City Hall
  - CT Court House
  - A Armory
  - L - Library
- Street open for travel
- Street dedicated but not open.
- City Limits.



Typical St. Sec.

PROSPECTUS MAP

CRESWELL

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 950

Scale in Feet

Revised June 1967

RECEIVED
JAN 22 1968
FOR FILING
320-1720

7134

January 19, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3471

City of Creswell
City Hall
Creswell, Oregon 97426

Attention: Harold E. Peterson
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering improvement to First Street and C Avenue in your city.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

Attachment

cc H. S. Cox
(conformed copy)

Fred W. Hill, Member
Helix

December 13, 1967

Mr. Harold E. Peterson
City Recorder
City Hall
Creswell, Oregon 97426

Dear Mr. Peterson:

On December 12 the State Highway Commission approved the City's request for a Special City Allotment project on First Street and "C" Avenue to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map showing colored in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

HU:mr

Att:

cc: L. R. Chandler

NOTED
RICHARD UNREIN

Fred W. Hill, Member
Helix

NOTED
H. S. COX

August 17, 1967

Mr. Harold E. Petersen
City Recorder
City Hall
Creswell, Oregon 97426

Dear Mr. Petersen:

It is planned to submit your proposed project on 1st Street from Oregon Avenue to "C" Avenue and on "C" Avenue from 1st Street to Front Street to the Highway Commission for consideration of construction under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $24,000 for providing a 44' curb to curb street section. Of this cost, it is roughly estimated that the City's portion of the cost would be $3,000 for concrete curbs.

Should the Highway Commission look with favor upon your project, would the City of Creswell be willing and able to pay its estimated share of the cost of the project or all costs in excess of $25,000?

Receipt of a letter stating Creswell's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

1962 - 16,866
1964 - 14,802

S.C.A. INVESTIGATION DATA

City of CRESWELL Date JUNE 13, 1967 Division III
Street (s) 1ST St from 2ND AVE to "D" AVE & "C" AVE from 1ST ST to Front St
No. previous projects 2
Last project 1964 (year)
Total SCA Funds to date $ 31,668

EXISTING

Surface now in place: A.C. X Oil X Gravel — Concrete —
Surface width: 20± feet, Shoulder-shoulder width: 34± feet
C-C width: — feet, Right-of-way width: 60 feet

Remarks: Existing surface in fair-poor condition. Receives Greyhound Bus & Circletory business traffic. good project. Met with Mayor Hollerion. He requested 44' c-c sec with type "A" curbs.

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 41 feet Shoulder width: — feet C-C width: 44 feet
Thickness of: A.C. 3" inches, Leveling 2 inches, Base 12 inches
Length: 600' feet, 0.12 mile. Type curb: "A"

Remarks: Mayor requested no conc. drives, only curb cuts.

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 250.00
General Excavation	c.y.	2,300	1.00	2,300.00
Drainage Excavation	c.y.	200	3.00	600.00
12" Culvert Pipe	lin. ft.	275	3.75	1,406.25
12" Base Material (1-1/2-0)	c.y.	1,400	3.00	4,200.00
2" Level Material (3/4-0)	c.y.	220	3.25	715.00
3 Asphalt	ton	500	7.50	3,750.00
Inlets TYPE "G"	ea.	9	125.00	1,125.00
~~[illegible]~~ 18" CUL. PIPE.	LIN ~~ea.~~ ft.	310	5.25	1,627.50
Concrete Curbs TYPE "A" 1200'	c.y.	65	45.00	2,925.00
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	45	4.00	180.00
Extra for Approaches	ea.	—	—	—
Adjust. Inlets and M.H.'s	ea.	—	—	—
Other Binder	ALL	ALL	L.S.	500.00

* Items include 10% allowance.

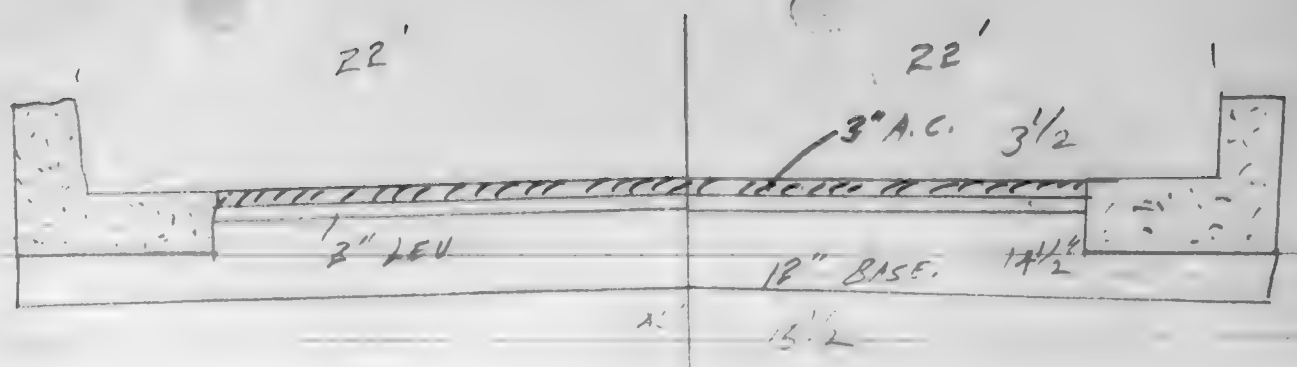
Total	$ 20,078.75
Engineering & Contingencies (20%)	4,015.75
TOTAL	$ 24,094.50
City's Estimated Share of Survey	
TOTAL ESTIMATED COST	$ 24,000

24000 - 21000 - 3,000

CRESWELL
1ST St & "D" AVE.
6-13-67

Length,
600
.12 mile

7"
3
2
12"
24" = 2.0'



GEN. EXC. = $\frac{2.0 \times 47 \times 600 \times 1.1}{27}$ = 2,300 C.Y.

DR. EXC. = $\frac{3.0 \times 2.5 \times 275}{27}$ (77) + $\frac{3.5 \times 3.0 \times 310}{27}$ (120) = 197 C.Y.

12" BASE = $\frac{1.0 \times 44 \times 600 \times 1.43}{27}$ = 1,400 C.Y.

2" LEV. = $\frac{.17 \times 41 \times 600 \times 1.43}{27}$ = 221 C.Y.

3" A.C. = 82.3 × 6 = 493 TON.

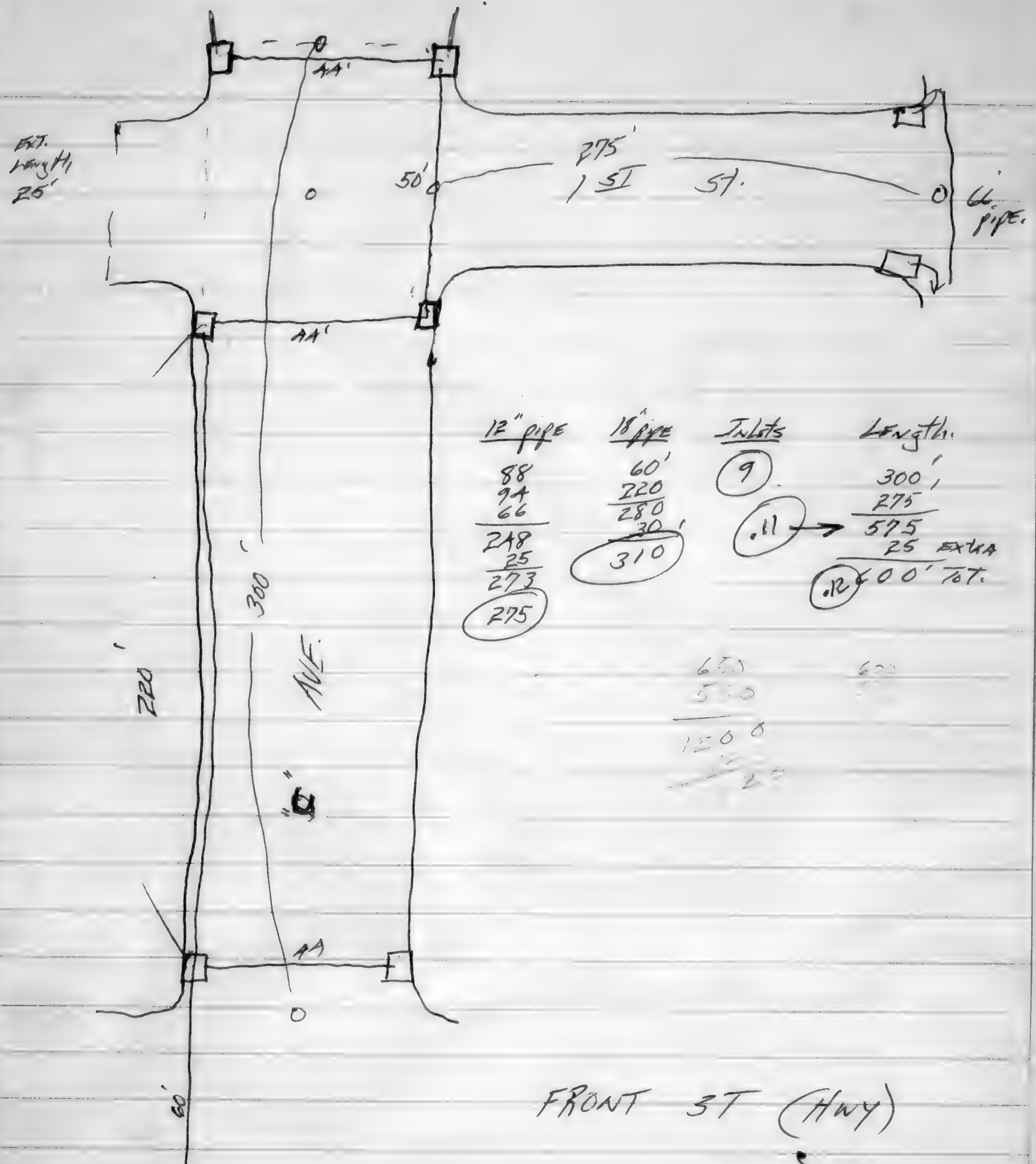
Type "A" Curbs = .054 × 1200' = 65 C.Y.

Water = .0275 × (1,621) = 45 M-GAL.

Binder = 4,100 × .12 = $ 490.00

3½" A.C.
2" LEV.
14½ BASE
20"

10½
4"



12" pipe	18" pipe	Inlets	Length
88	60'	9	300'
94	220	.11 →	275
66	280		575
248	30'		25 extra
25	310		.12 600' Tot.
273			
275			

650
550
1200

600

N D
H. S. COX

NOTED
RICHARD UNREIN

SCA

PROJECT DATA, CITY OF Creswell Date June 10-1967

To be financed by Special City Allotment Fund and necessary city funds.

Street name 1st Street and C St
(Locate project on attached map.)

Project length 600 ft

DESIRED STREET SECTION:

Standard roadway; width of travel way: 20 feet, width of shoulders: 10 feet

Curbed section; width curb to curb: 40 feet what curb there is

Remarks Heavy Traffic Greyhound Buses and Delivery Trucks

Surface now in place: Oil ✓ Paving ____ Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No none

State to furnish right-of-way descriptions? Yes ____ No ✓

Give width of intersecting streets: ____

Are intersecting streets curbed? Yes ____ No ✓ 1/2 Block South side

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes 1/4 No ____

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No ____ if state won't do in Project

To be constructed as part of project? Yes ✓ No ____

Length of desired radius on curb returns: Std feet

Does city desire special type of curbs? Yes ____ No ✓

Explain: ____

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JUN 12 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes ✓ No___ on 1 side of Street

Present sidewalks, Length: 470 feet; Width: 4 feet

Distance between present sidewalks: 50 feet

Are sidewalks to be constructed as part of project? Yes___ No ✓

Width of sidewalks to be constructed: 4 feet

Are sidewalks to be constructed only on one side of street? Yes___ No ✓

Are sidewalks to be constructed on both sides of street? Yes ✓ No___

Give: Length to be constructed and On which side of street

225 feet	N.___ S.___ E. X W.___
170 feet	N. X S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes X No___

Is utility strip required? Yes___ No X; Width: ______feet

Remarks As much as State Highway Dept will Do.

STORM SEWERS -

Now in place?. Yes___ No ✓

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: ______feet

To be constructed by City? Yes ✓ No___ when Put in

To be constructed as part of project? Yes___ No ✓

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes___ No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: 12 feet

Remarks Sewers in alleys

SCA

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 2½ feet

Remarks across road on C St at the alley

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ✓ No ___

Asphaltic concrete? Yes ✓ No ___ or

Portland cement? Yes ✓ No ___

How many? ___

Must driveways be Portland cement to comply with city code? Yes ___ No ✓

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ✓ (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ✓ No ___

Electric poles? Yes ✓ No ___

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ✓ No ___

Which company? Creswell Telephone Co.

Railroad tracks? Yes ___ No ✓

Which company? SP

Is crossing presently protected by automatic railroad signals?

Yes – No –

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks All we can have in the Grant that the State will allow

GENERAL INFORMATION:

Are city finances available? Yes ✓ No ___

When available? Date Est 7-1-67

Has city established grade on street? Yes ___ No ✓
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

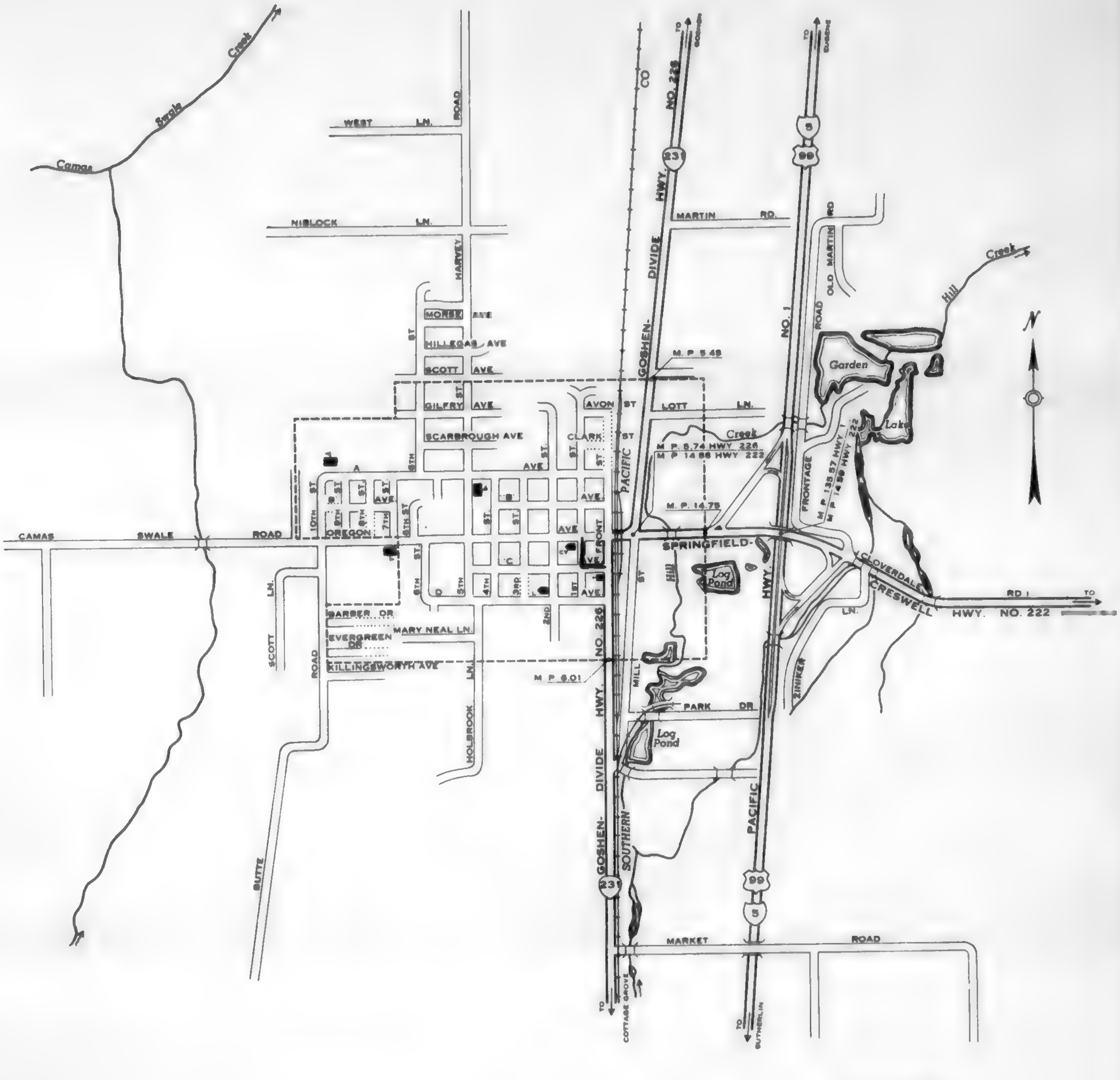
About 6 Blocks away

General remarks:

By Clyde C Holleman
Mayor

By Harold E. Peterson
City Recorder ~~or City Manager~~

By
City Engineer



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

CRESWELL

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 760

Scale in Feet

July 1, 1961

NOTED
RICHARD UNREIN

RECEI
MAY 10 1967
ENGINEER
COUNTY & CITY DIVISION

5-8-67

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Creswell is an incorporated city of the State of Oregon and has a population of 1,055 as given by the latest official census; and

WHEREAS, the following streets of said city, **from the intersection of Oregon Avenue and First Streets thence South one block to "C" Street, thence East one block to the intersection of "C" Street with Goshen-Divide Highway #226 (Old Highway #99)**

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Creswell does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Clyde Hollemon as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8 day of May, 1967.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

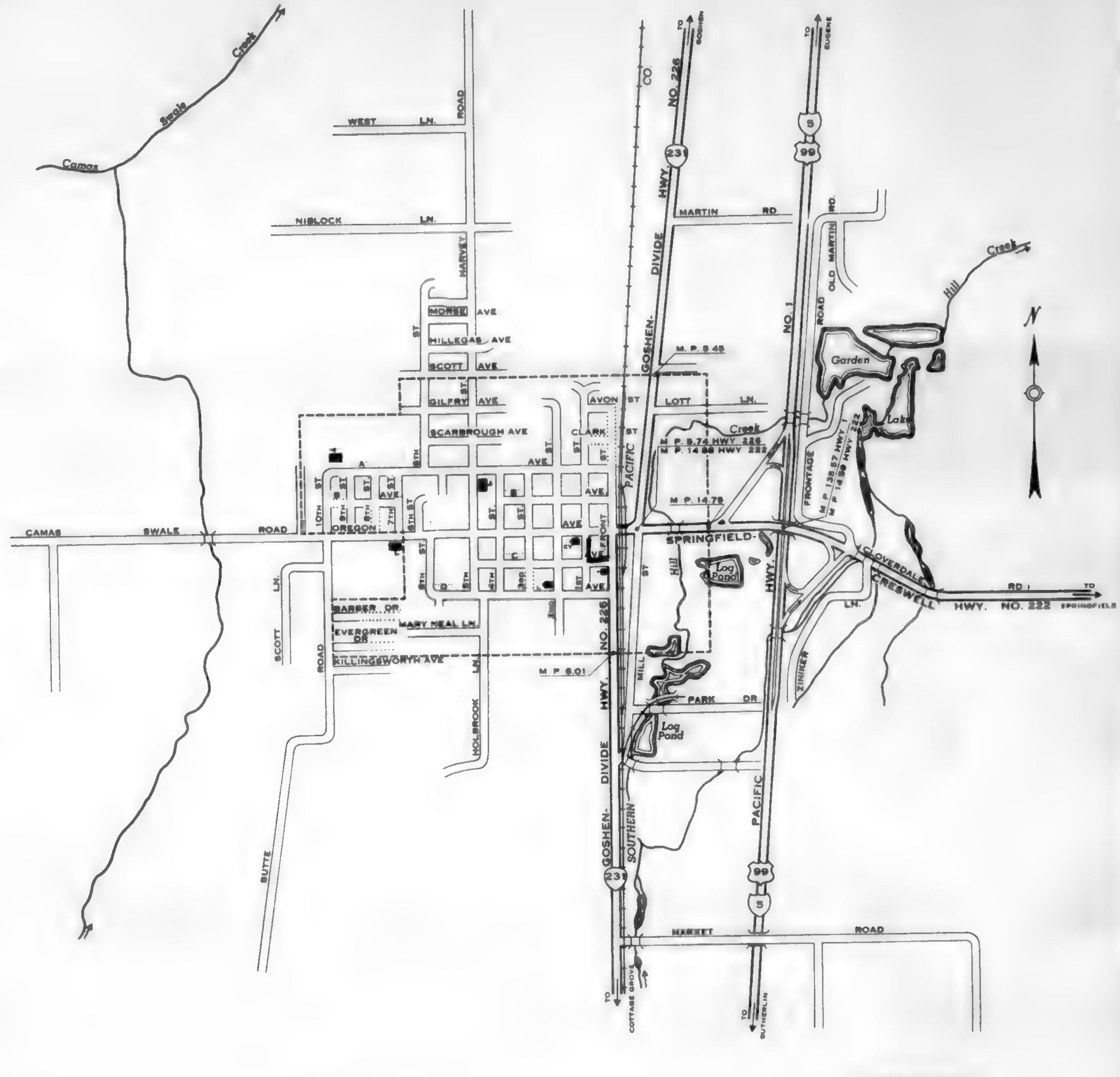
X ________________

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Creswell at a regular or special meeting of said Council, held on the 8 day of May, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8 day of May, 1967.

Harold E. Peterson
City Recorder

(cc-50, 1959 Rev.)



SIGNED ROUTES

- INTERSTATE 5
- U.S. 30
- ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

CRESWELL

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 760

Scale in Feet

July 1, 1961

S-23-106(1) Bully Creek Reservoir-Vale- 1968
W. Highway Sec., FAS 23-106,
(Grad., Oil. & Struc.)
#7135

(14A 3535

Contract 7135
[illegible] 23-106(1)

NOTED
H. S. COX

SALEM, OREGON
February 16, 1970

Mr. Vern Skoog
Controller
BUILDING

Attention: Mr. John Herr

Bully Creek Res.--Vale-West Hwy. Sec.
Bully Creek Road
FAS 23-106
~~Malheur County~~
Transfer of funds

It is hereby requested that the charges, in the amount of $9,419.19, on Invoice No. 100498, be cancelled. These charges are to be made up by transferring this amount from Malheur County's FAS funds to State Highway funds.

Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

cc: L. H. Young

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

The County of Malheur

VALE, OREGON

December 30, 1969

Mr. H.S. Cox County-City Engineer
Oregon State Highway Department
Salem, Oregon

Dear Cy;

The Court has instructed me to request that the additional Engineering Costs of $9,419.19 on the Bully Creek Reservior-Vale-West Highway Sec. FAS 23-106 be paid from Malheur Counties FAS Funds.

Very Truly Yours,

Ellis A. White

Malheur County
By Ellis A. White
Malheur County Judge

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JAN 2 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

fas 23-106
Malheur Co

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (1-64)

HIGHWAY DEPARTMENT INVOICE

NO. 100498

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]-69	SC 1795		573-101--997

- Malheur County
- Malheur County Court
- County Court House
- Vale, Oregon 97918

RECEIVED
NOV 20 1969
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Ellis A. White, County Judge			
Final Billing: Bully Creek Reservoir-Vale-West Highway Section FAS 23-106. Covered by agreement dated 4-25-67.			
NOTED H. S. COX County advance deposit		38,200.00	
Amount previously transferred		30,200.00	
			8,000.00
County share of construction costs		47,619.19	
Amount previously transferred		30,200.00	
			17,419.19
Balance Due			9,419.19

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

Noted
Oscar H. Herberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
NOV 1[illegible] 1969

FOR FILING

S-23-106(1)
7135

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1969

SUBJECT: Bully Creek Reservoir-Vale-West
Highway Section
Bully Creek Road FAS 23-106
Malheur County

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

In accordance with your instructions, we have transferred the sum of $7,143.92 of engineering costs from the subject project to the Lime Section Contract No. 7185 as a non-participating item.

This transfer will reduce the amount Malheur County is to be billed for to $9,419.19.

F. D. Morgan
Construction Engineer

By
John A. Bond
John A. Bond
Construction Administration
Engineer

EAP:fr

cc: H. S. Coulter
E. S. Thompson
H. S. Cox (Attn: Harold Reynoldson)

RECEIVED
OCT 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of project authorization on Contract No. 7135, Bully Creek Reservoir-Vale-West Highway, grading, oiling and structure project in Malheur County is anticipated. C. E. Leeberg of Nyssa is the contractor. This is a Federal-aid Secondary project for which the original project authorization was $190,763.99. The present anticipated cost is $204,775.92, indicating an overrun of 7.35 percent.

$204,775.92
190,763.99
14,011.93 ✓

The major reasons for this overrun are increased quantities of general excavation and watering plus an overrun in engineering. The general excavation overrun was due to greater shrinkage factor than anticipated and a grade revision. The additional watering was needed to secure adequate compaction. The engineering overrun was aggravated by unseasonably rainy weather which slowed the contractor's progress during what normally would have been prime working time.

This request for additional authorization will be presented to you at the October 1 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

bc: Floyd Query
R. L. Porter
Victor D. Wolfe
C. H. Maison
E. D. Morgan
✓ L. H. Young
H. S. Cox
A. F. Parson

RECEIVED
SEP 2 1968
OFFICE ENGINEERING
DIVISION

y.

FORM [illegible] 50M 2-66 SP*23800-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

September 20, 1968

SUBJECT: Overrun of Project Authorization
Bully Creek Reservoir-Vale-West
Highway Section
FAS 23-106
Contract No. 7135

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading, oiling and structure is under contract to C. E. Leseberg of Nyssa, Oregon. The original project authorization was $190,763.99. The present anticipated cost is $204,775.92, indicating an overrun of $14,011.93 or 7.35 per cent.

The major reasons for this overrun are due to increased contract quantities of General Excavation and Watering and an overrun in Engineering. The shrinkage factor for the embankment material varied considerably from the location data. This, plus a grade change to allow daylighting a cut section to provide easier maintenance of an irrigation ditch caused the overrun in General Excavation. The watering item was increased in order to provde adequate compaction.

The large engineering overrun is due to the necessity of utilizing more higher classifications, overtime cost, and slow progress on the project due to poor weather during what normally would have been prime working time. We have copies of the payrolls and have analyzed them seeking any further reasons. This project absorbed 48 to 90 per cent of the 7 to 8 man crew during the May to August period.

It is recommended that the project authorization be increased by $14,011.93. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

JAB/DES:fw
Enc.
cc: L. H. Young
H. S. Cox

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SEP [illegible]
OFFICE ENGINEERING
[illegible]

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1969

SUBJECT: Bully Creek Reservoir-Vale-West
Highway Section
Bully Creek Road, FAS 23-106
Malheur County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a copy of the final financial billing to Malheur County for the Bully Creek Reservoir-Vale-West Highway Section on FAS 23-106, which indicates a substantial overrun for engineering.

In the agreement for this sort of project the State participates only in the items in which the Federal Government participates. Pursuant to the agreement between State and County, each will pay 50% of the difference between the amount contributed toward this project by the Federal Government and the total cost of construction for those items in which the government participated. Any additional costs are 100% County.

The total cost of the project being $209,802.86 including $37,363.69 for engineering, of this $37,363.69 the government participates $17,153.92. The remainder of the engineering costs of $20,209.77, according to the agreement, is 100% County responsibility. However, after applying the County's share of contingency funds, which was submitted by the County as part of their advance deposit, the $20,209.77 is reduced to $16,563.11 for which they are to be billed.

This billing is being held for your prior approval and authorization before forwarding to the County.

H. S. Cox
County and City Engineer

By

Harold Reynoldson

Harold Reynoldson
Planning Engineer

HR:lat

Att.

RECEIVED
AUG 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** August 19, 1969

County MALHEUR **Contract No.** 7135 **Date Completed** 10/4/68

FAS 23-106 **Section** Bully Creek Reservoir-Vale-West Highway

PAYMENTS TO CONTRACTOR

Item		Total Cost
Payment to contractor	(federal participating)	$172,313.54
Signing	" "	325.63
Less liquidated damages	" "	- 200.00
Engineering	" "	17,153.92
TOTAL FEDERAL PARTICIPATING		$189,593.09
Engineering	(non-participating)	20,209.77
TOTAL COST OF PROJECT		$ 209,802.86

FEDERAL FUNDS COLLECTED $120,486.41

County share of construction per agreement:
50% of the difference between
1/2(189,593.09 - 120,486.41) + 20,209.77 =

34,553.34 + 20,209.77 = 54,763.11

County share of construction	54,763.11
County advance deposit	38,200.00

AMOUNT DUE STATE $16,563.11

Reference: Billing Form cc-1195

NOTED
H. S. COX

Salem, Oregon
August 26, 1969

Bully Creek Reservoir-Vale-West
Highway Section
Bully Creek Road, FAS 23-106
Malheur County

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a copy of the final financial billing to Malheur County for the Bully Creek Reservoir-Vale-West Highway Section on FAS 23-106, which indicates a substantial overrun for engineering.

In the agreement for this sort of project the State participates only in the items in which the Federal Government participates. Pursuant to the agreement between State and County, each will pay 50% of the difference between the amount contributed toward this project by the Federal Government and the total cost of construction for those items in which the government participated. Any additional costs are 100% County.

The total cost of the project being $209,802.86 including $37,363.69 for engineering, of this $37,363.69 the government participates $17,153.92. The remainder of the engineering costs of $20,209.77, according to the agreement, is 100% County responsibility. However, after applying the County's share of contingency funds, which was submitted by the County as part of their advance deposit, the $20,209.77 is reduced to $16,563.11 for which they are to be billed.

This billing is being held for your prior approval and authorization before forwarding to the County.

H. S. Cox
County and City Engineer

By NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:lat

Att.

NOTED
[illegible]

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HA[illegible]

RECEIVED
MAR 6 - 1969
FOR FILING

S-22-10(1)
7135

March 5, 1969

Western Surety Company
540 University Avenue
Palo Alto, California 94301

Gentlemen:

A post-final payment for $1,183.59 will be made to C. E. Leseberg on Contract No. 7135 for grading, oiling, and structure on the Bully Creek Reservoir-Vale-West Highway of FAS 23-106 in Malheur County as soon as the warrant is prepared.

The total amount paid on this contract will be $172,113.54 including the post-final payment. Of the total, $54.44 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon 97913

Bernard Eastman
315 Main Street
Nyssa, Oregon 97913

A. F. Parson
C. H. Maison
Attn: John Herr

RECEIVED
JAN 15 1969

S-23-164(1)
7135

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 13, 1969

To: MEMO TO THE FILES

SUBJECT: Use of County-owned Equipment on
Bully Cr. Reservoir-Vale-West Hwy.
Contract No. 7135
C. E. Leseberg, Contractor

While in Eastern Oregon last Thursday and Friday, I was advised that it had just been discovered that Malheur County-owned equipment had been used by the contractor on the Bully Creek Reservoir-Vale-West Highway Section in past construction season.

According to the report, a County Official called our Resident Engineer Thompson by phone and inquired as to the time period a grid roller had been used on that job. When our Resident Engineer asked why they wanted to know, he was informed that the County wanted to straighten up with the contractor for its use and so needed the time it was working. This was the first time our people were aware that County equipment had been used.

There evidently was one other instance where some County employees were reported to being used as flagmen and were using a County pickup, but this was immediately seen by our Resident Engineer who eliminated the problem.

The Resident Engineer is now making a full report which will be transmitted to the Construction Division via the Division Office.

In the meantime, the Accounting Division has been advised to hold up final payment on this project until this matter can be investigated fully.

John H. Walker
Field Construction Engineer

JHW:fw

NOTED
R. L. PORTER

cc: F. B. Klaboe
C. H. Maison
A. F. Parson
E. S. Thompson

Porter
Info

RECEIVED
JAN 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C

RECEIVED
DEC 3 - 1968
FOR FILING

S-23-106(1)

7135

December 3, 1968

Western Surety Company
540 University Avenue
Palo Alto, California 94301

Gentlemen:

On November 29, 1968, we wrote to you concerning release of final payment on Contract No. 7135 awarded to C. E. Leesberg for grading, oiling, and structure on the Bully Creek Reservoir-Vale-West Highway Section of FAS 23-106 in Malheur County.

Final payment on this contract is $8,328.70 and the total contract amount is $170,929.95 including $54.44 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Mr. C. E. Leesberg
301 Reese Avenue
Nyssa, Oregon 97913

Bernard Eastman
315 Main Street
Nyssa, Oregon 97913

A. F. Parson
C. H. Maison
Attn: John Herr

RECEIVED
NOV 29 1968
FOR FILING

S-23-106(1)

7135

November 29, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 4, 1968, on Contract No. 7135. The contract was with C. E. Leseberg and was for grading, oiling, and a structure on the Bully Creek Reservoir-Vale-West Highway Section of FAS 23-106 in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb fn

Monthly transaction number 11-~~25~~41	FO PR-2A U.S. DEPARTMENT OF COMMERCE (R. 10-65) BUREAU OF PUBLIC ROADS	te Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malheur
Modification number 1	(PPM 21-7) 11-26-68	Project number S-23-106(1) (S-2310-601)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 1968, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 184,880	$ 190,380
Federal funds	$ 117,300.00	$ 120,900.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including quantity increase for "General Excavation, Unclassified."

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of November, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klabee

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For R. E. SIMPSON, Division Engineer

Oregon State Highway Department

Federal-Aid
Project No. S-23-106(1)

BULLY CR. [illegible]-VALE-WEST HIGHWAY SECTION

ON FAS 23-106 IN MALHEUR COUNTY

Revised Project Agreement Estimate.

Salem, Oregon, November 12, 1968

Type Code 5231
Grade and Oil (Sta. 111 00 to Sta. 308 11.51)(Contract No. 7335)

Subtotal on previous estimate of May 3, 1968			$146,959.00
Previous estimate General Excavation, Unclassified	71,300 cu.yd.	$0.40	$ 28,520.00
Revised estimate General Excavation, Unclassified	83,800 cu.yd.	$0.40	$ 33,520.00
		Net increase	$ 5,000.00
		Subtotal	151,959.00
		10% Engr. & Cont.	15,195.00
		Total	$167,154.00
Structure Total, same as previous estimate of May 3, 1968			$ 23,226.00

Length of Roadway	3.749 miles
Length of Structure	0.008 mile
Total	3.757 miles
Cost of Roadway per mile	$44,586.29

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$167,154.00	$106,200.00	$30,477.00	$30,477.00
Structure	23,226.00	14,700.00	4,263.00	4,263.00
Total	$190,380.00	$120,900.00	$34,740.00	$34,740.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 523-1016

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.
5-69

PROJECT REPORT NO.
4

FORM PR-2
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)
5-10-68

STATE
Oregon

COUNTY
Malheur

PROJECT NO.
S-23-106(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bully Creek Reservoir-Vale-West Highway Section on FAS 23-106

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-3-68	3.757
OTHER *(Specify)*		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 184,880	$ 117,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

Asst. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)
R. E. Simpson, Division Engineer

Date executed by Division Engineer May 10, 1968

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

C 26854-P66

PROJECT AGREEMENT NOTICE

NOTICE TO APPLICANTS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted by the applicant prior to any agreement for Federal financial assistance where the applicant will himself perform a federally assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Applicants for Federal assistance shall notify prospective federally assisted construction contractors of the Certification of Nonsegregated Facilities required by the May 9, 1967, order on Elimination of Segregated Facilities by the Secretary of Labor, as follows:

NOTICE TO PROSPECTIVE FEDERALLY ASSISTED CONSTRUCTION CONTRACTORS

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7439, May 19, 1967) on Examination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a federally assisted construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Contractors receiving federally assisted construction contract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause:

NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, order (32 F.R. 7430, May 19, 1967) on Elimination of Segregated Facilities, by the Secretary of Labor, must be submitted prior to the award of a subcontract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.

(b) Contractors receiving subcontract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause.

Oregon State Highway Department

Federal-Aid
Project No. S-23-106(1)

BULLY CR. RESERVOIR - VALE-WEST HIGHWAY SECTION

ON FAS 23-106 IN MALHEUR COUNTY

Project agreement estimate.

Salem, Oregon, May 3, 1968

Type Code 5231
Grade and Oil (Sta. 111+00 to Sta. 308+11.51) (Contract No. 7135)

Temporary Protection & Direction of Traffic	All Required		$ 1,000.00
Clearing and Grubbing	All Required		2,000.00
Ditch Excavation, Unclassified	8,100 cu.yd.	$ 0.50	4,050.00
General Excavation, Unclassified	71,300 cu.yd.	0.40	28,520.00
Overhaul	3,500 C-yd. sta.	0.30	1,050.00
Finishing Roadbed and Slopes	3.76 miles	300.00	1,128.00
Trench Excavation	450 cu.yd.	4.00	1,800.00
Watering	3,200 M-gal.	2.00	6,400.00
Subbase	37,400 cu.yd.	0.85	31,790.00
3/4" - 0 Material in Base	5,350 cu.yd.	2.50	13,375.00
3/4" - 0 Aggregate in Prime Coat	500 cu.yd.	4.50	2,250.00
MC-250 Asphalt in Prime Coat	80 ton	60.00	4,800.00
Aggregate in Asphalt Macadam	3,530 cu.yd.	4.50	15,885.00
120-150 Asphalt in Asphalt Macadam	265 ton	60.00	15,900.00
Asphalt in Seal Coat	75 ton	60.00	4,500.00
Extra for Asphalt Macadam Approaches	35 only	50.00	1,750.00
Loose Riprap	25 cu.yd.	12.00	300.00
12-inch Culvert Pipe	35 lin.ft.	3.50	122.50
18-inch Culvert Pipe	810 lin.ft.	4.60	3,726.00
24-inch Culvert Pipe	215 lin.ft.	7.00	1,505.00
36-inch Culvert Pipe	105 lin.ft.	10.00	1,050.00
8-inch Drain Pipe	65 lin.ft.	2.50	162.50
18-inch Siphon Pipe	200 lin.ft.	9.00	1,800.00
18-inch Slide Gate, 4-foot Fence	1 only	95.00	95.00
Concrete Siphon Boxes	1 only	500.00	500.00
			$145,459.00
Flagging (60% of contractor's cost)	All Required		1,000.00
Signing	All Required		500.00
			$ 1,500.00
	Subtotal		$146,959.00
	10% Engr. & Cont.		14,695.00
	Total		$161,654.00

Type Code X080
Structure (Sta. 260+81.70 to Sta. 261+22.30) (Contract No. 7135)

Removal Work	All Required		$ 1,400.00
Structural Excavation	25 cu. yd.	$ 7.00	175.00
Furnish 10 BP 42 Steel Piling	600 lin. ft.	4.80	2,880.00
Drive Steel Piles	10 only	150.00	1,500.00
Splice Steel Piles	3 only	20.00	60.00
4' x 40'/45' Prestressed Slabs	7 only	1,550.00	10,850.00
Structural Steel	All Required		2,900.00
Metal Rail	108 lin. ft.	12.50	1,350.00
	Subtotal		$ 21,115.00
	10% Engr. & Cont.		2,111.00
	Total		$ 23,226.00

Length of Roadway . . . . 3.749 miles
Length of Structure . . . . 0.008 mile
Total . . . . 3.757 miles
Cost of Roadway per Mile . . . $43,119.23

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$161,654.00	$102,600.00	$29,527.00	$29,527.00
Structure	23,226.00	14,700.00	4,263.00	4,263.00
Total	$184,880.00	$117,300.00	$33,790.00	$33,790.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
DEC 4 - 1968
FOR FILING

5-23-106(1)
7135

C

#8

November 13, 1968

Mr. C. E. Leseberg
201 Reese Avenue
Nyssa, Oregon 97913

Dear Mr. Leseberg:

The State Highway Commission at its meeting on November 12 considered your request for an extension of time on Contract No. 7135 on the Bully Creek Reservoir-Vale-West Highway Section of FAS 23-106 in Malheur County.

After careful consideration, the Commission granted you an increase of 17 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
A. F. Parson
E. S. Thompson
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. H. Maison

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1968

SUBJECT: Extension of Time
Bully Creek Reservoir-Vale-
West Highway Section
FAS 23-106
Contract No. 7135

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from C. E. Leseberg, contractor on the subject contract, the attached request for 20 calendar workdays. The contractor's request is based on an overrun in the General Excavation, a grade change, a delay in moving utility poles, changes in irrigation structures, and wet August weather.

The contractor's letter which accompanies his request enumerates many individual delays but briefly they can be summarized in the reasons listed above. The General Excavation did overrun the bid quantity by 12,654 cubic yards or 18 per cent. When the grading was about three-fourths completed, it became evident that the plan shrinkage factor was too low. A grade change and some borrowing were necessary to complete required embankments. I am advised that this borrowing did not constitute a change in the character of the work and that an average overall production rate is valid. The contract records indicate that during the 50 days on which the contractor was performing grading, his average daily production was 1,679 cubic yards per calendar day. The overrun therefore justifies an extension of 8 calendar workdays.

A grade change was determined to be necessary and, although the excavation involved is included in the overrun listed above, there was a delay in staking the change. This delay amounted to 2 calendar workdays and an extension for this reason is justified.

A 6-day delay to the grading occurred from May 28 to June 3 awaiting relocation of utility poles. Extension for these 6 calendar workdays is justified.

Several irrigation structures on the project had to be modified to fit the proposed construction. These structures were not shown on the plans and the work was performed by Price Agreement. An extension of 1 calendar workday for this extra work is justified.

A shut down was ordered from August 17 through August 25 because of heavy rains. This time was not counted and no extension on this reason is justified.

The contract was completed on October 4, 1968 at which time 19 calendar workdays beyond the number allowed had accrued. This amounts to $1,900 in liquidated damages ($100 per day). Based on the reasons listed above, we recommend that the calendar workdays be increased by 17. This will reduce the liquidated damages leaving $200 outstanding. This is a Federal-aid Secondary project and does not require Bureau of Public Roads' approval.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attach.
cc: V. L. Gallagher

RECEIVED
NOV 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

C. E. LESEBERG
Contractor
201 REECE AVENUE PHONE 372-3323
NYSSA, OREGON
97913

October 7, 1968

Oregon State Highway Dept.
Ontario, Oregon

Dear Sir:

I am asking for an extension on my time for the completion of the Bully Creek Reservoir, Vale-West Road and I am justified in asking for it under various circumstances that occured from time to time since the job was started.

The road was not staked on May 20, 1968 the date we started work and had to be shut down on May 27, 1968 until the survey crew could get ahead on their stakes.

Material for the Road bed construction was under estimated and did not balance out in the cuts and embankments requiring borrow areas to be established. Borrow areas were not available until all excavations on road bed was used up requiring moving from one end of the job to the other for extra material and causing extra haul, all of which took time.

Extra material had to be hauled with trucks to the Stanton Lane which was changed several times by the Inspector and to Graham Blvd approach. This work should of been completed at the time the road bed was finished.

Extra borrow areas were staked for material to finish the road bed, in fact there was seven different borrow areas staked. Some of the borrow areas were not good material or was difficult to get into, requiring extra time for equipment.

Ordering of pipe was delayed at the beginning of the job and extra pipe was installed after the Road bed was completed. This was extra work and lost time. The first order of pipe was received on May 23, 1968, the second order was received on June 10, 1968 and the extra pipe was received on August 24, 1968.

We had extra structures to remove and new ones to install which took time and material.

Power poles and telephone wire was on the right away. Our equipment had to by pass them and move back later to finish the excavation. These poles should of been moved before the work was started.

The grade was changed and road bed moved after the original grade was established. In some instances to meet existing structures and or to gain

C. E. LESEBERG

Contractor

201 REECE AVENUE PHONE 372-3323
NYSSA, OREGON
97913

additional material. This was at about Stations 159+00 Stations 243+00 toStations 251+00 and near Station 305+00.

The ditch bank was removed outside of the Right away to gain a small amount of material. This caused extra work for equipment due to small area to work in and extra dressing up with equipment. This was at Stations 160+00 to 168+00.

One week was lost in August due to wet rainy weather. This was at a very important time but could not get on road bed because of damage it would do.

Listed below are some of the dates that were time consuming on extra expense on this job.

May 24-Power poles and telephone wire on right away.

May 27-Crew worked 4 hours, layed off, run out of material.

May 28-Crew off-Surveyors were re-staking cut section.

May 29-Grading crew off until Surveyors finish restaking.

May 31-Grading crew off for reasons as above.

June 5-Moved to Stations 157+00 on Big cut.

June 21-Out of material for fill at 187+00.

June 24-Moved to Stations 203+00

June 25-Back to Big cut-Borrow staked to get enough material to finish fill.

June 27-Moved to Siphon approach Station 260+00, Borrowed extra material from Roadside to have enough, Phone wires on Right away.

July 1-Used all material at end of job. Will have to wait for Borrow to be staked.

July 5-Moved to Borrow South of Siphon for material.

July 10-Moved to Borrow North of Siphon-Moved to Borrow end of job. Started Silo for Borrow to finish fill approach to Graham Blvd. It was not a good Borrow and it slowed the work down.

July 11-Moved to Borrow South Side of Siphon.

July 12-Moved to Borrow North Side of Siphon.

August 12 -Hauling with trucks to Graham Blvd approach extra work to widen shoulders.

C. E. LESEBERG
Contractor
201 REECE AVENUE
PHONE 372-3323
NYSSA, OREGON
97913

August 12-Hauling to approach to Stanton Lane. This is the 3rd time we put this approach in, the Farmers had objected to approach so Engineer changes.

August 13-Hauling material to Stanton Lane approach.

August 24-Layed extra pipe at Whites.

August -Layed extra pipe at Treukels delayed on Stakes.

This is some of the delays in the completion of the Bully Creek Reservoir Job and believe I am entitled to an increase in the number of work days with in which to complete, without any assessment of liquidated damages.

Yours truly,

C E Leseberg

RECEIVED
NOV 8 - 1968

FOR FILING
S-23-106(1)

1135

November 6, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 8
November 12, 1968 meeting

Gentlemen:

C. E. Lemberg, contractor on the Bully Creek Reservoir-Vale West Highway Section of a Malheur county road, Contract No. 7135, has requested a 20-calendar day extension of the contract time. The contractor cites an overrun in general excavation, delay in relocating utility poles, and unseasonal August rains.

This project involved light grading over a distance of 3.76 miles and the assumed shrinkage factor on which the plans were based proved to be too low. Additional excavation was required to make the necessary fills, causing the general excavation item to overrun 18 percent. Based on the contractor's actual average production rate, this quantity overrun justifies an eight-calendar day extension.

A grade change related to the excavation overrun justifies an additional two days during which the contractor's progress was retarded while the change was staked.

Grading was delayed for six days at an early stage until utility poles were relocated from a fill area. An extension for these six days is justified.

One additional day is justified for work added to the contract to modify irrigation structures to fit the new construction. The contractor was given a shut-down order due to rainy weather from August 17 to August 23 and this interval of time was not counted. No additional extension for rainy weather is justified.

Oregon State Highway Commission
Page 2
November 6, 1968

Based on the above reasons, I recommend that the contract time be increased by 17 calendar days. This will leave two days or $200 liquidated damages remaining in effect. This is a Federal Aid Secondary project.

This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
JAB:fw lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
A. F. Parson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7135 Contractor C. E. Leseberg

Highway FAS 23-106

Section Bully Creek Reservoir-Vale West Highway

Kind of Work Grading, oiling and structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED**. The reasons for such recommendation are as follows:

XXXXXXXXXX.

Grant 17 days. XXXXXXXXXXXXXXXX

17 days extension recommended for utility delay, quantity overrun and work added.

Recommended for Approval:

Asst. Division Engineer

for Construction Engineer or ~~Bridge~~ Engineer

~~Assistant~~ State Highway Engineer

Contract No.	7135
Project designation (State-Federal)	S-23-1016
Date awarded	May 2, 1968
Work started	May 20, 1968
Per cent completed	100 % 10/4/68 (Date)
No. of Workdays Allowed	115
No. of Workdays Used	134
No. of Added Workdays Requested	20

E—290 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 7, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 115 days to 135 days, within which to complete our Contract No. 7135, without the assessment of liquidated damages. The said contract is described as follows:
Malheur County-Bully Creek Reservoir-Vale-West Highway-Grading, Oiling & Structures

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

C E Leseberg
Contractor

By ....

CONSENT OF SURETY

Date October 7, 1968

We, Western Surety Co.
...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Subscribed to before me this 8th day of October, 1968

....
Attorney-in-fact

....
Resident Agent

Thomas G. Steinkamp
Notary Public for Oregon

My Commission Expires Dec. 27, 1970

S-23-106(1)-
7135

FORM E-1 (REV. 12-56)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bully Creek Reservoir-Vale-West Highway

WEEK ENDING: October 25, 1968

SECTION PREFIX: 523-1016

HIGHWAY: F.A.S. 23-106

COUNTY: Malheur

NAME OF JOB: Bully Cr. Res. - Vale-West Highway

KIND OF WORK: Grading, Oiling and Structure.

CONTRACTOR: C. E. Leseberg

CONTRACT NUMBER: 7135

FEDERAL AID PROJECT NUMBER: S-23-106(1)

DATE OF CONTRACT: May 2, 1968

DATE WORK STARTED: May 20, 1968

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN. SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 115

CALENDAR DAYS USED 134

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 1165

PROJECT AUTHORIZATION. $ 204,775.92

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 170,775.92

ENGINEERING AUTHORIZATION $ 34,000.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 169,560

ENGINEERING COST TO DATE $ 35,618.18

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 0.2 %

PERCENT OF AUTHORIZATION 104.8 %

DATE PROJECT WAS COMPLETED: October 4, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.76	3.76		3.76	
MILES PARTIALLY COMPLETED	3.76	3.76		3.76	
MILES COMPLETED	3.76	3.76		3.76	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	71,300 cy.	42,750 cy.		420 ton	
TOTAL QUANTITIES CORRECTED TO DATE	83,954 cy.	38,742 cy.		382 ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	83,954 cy.	38,742 cy.		382 ton	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	15701A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY			-	
MONDAY			-	
TUESDAY			-	
WEDNESDAY			-	
THURSDAY			-	
FRIDAY			-	
SATURDAY			-	

RECEIVED

NOTED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No Activity
MONDAY 21	No Activity
TUESDAY 22	No Activity
WEDNESDAY 23	No Activity
THURSDAY 24	No.Activity
FRIDAY 25	No.Activity
SATURDAY	No Activity

REMARKS

Two men worked three days on the semi-final. It was mailed to division office on Friday, October 25, 1968.

SIGNED E S Thompson LOCATION Ontario
E. S. Thompson, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FAS 23-1d

The County of Malheur

VALE, OREGON

NOTED
H. S. COX

October 7, 1968

Mr. H. S. Cox, Chief Engineer
City - County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

The Malheur County Court has inspected the Bully Creek F.A.S. Project and are pleased with the improvement. We accept the highway as completed on October 5, 1968.

The Court expresses appreciation for the planning and supervision of the work performed by you, your department and Mr. "Tommy" Thompson and his crew.

The result appears to be a highway that will stand up under use. It adds to the effort of providing improvements in our county highway system.

Sincerely yours,

MALHEUR COUNTY COURT

Ellis A. White
Ellis A. White
Malheur County Judge

Jacob Fischer
Malheur County Commissioner

E W Maag
Emil Maag
Malheur County Commissioner

cc: "Doc" Parsons
"Tommy" Thompson

NOTED
HAROLD

RECEIVED
OCT 11 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
SEP 24 1968
FOR FILING

5-23-ICC(1)
7135

C

September 23, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of project authorization on Contract No. 7135, Bully Creek Reservoir-Vale-West Highway, grading, oiling and structure project in Malheur County is anticipated. C. E. Lessberg of Nyssa is the contractor. This is a Federal-aid Secondary project for which the original project authorization was $190,763,99. The present anticipated cost is $204,775,92, indicating an overrun of 7.35 percent.

The major reasons for this overrun are increased quantities of general excavation and watering plus an overrun in engineering. The general excavation overrun was due to greater shrinkage factor than anticipated and a grade revision. The additional watering was needed to secure adequate compaction. The engineering overrun was aggravated by unseasonably rainy weather which slowed the contractor's progress during what normally would have been prime working time.

This request for additional authorization will be presented to you at the October 1 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

JB:DES:fw:fr lms
bc: Floyd Query
R. L. Porter
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
H. S. Cox
A. F. Parson

RECEIVED
FORM E-20 (12-
OCT 2 - 1968
FOR FILING

S-23-106(1)

1135

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1968

SUBJECT: Overrun of Project Authorization
Bully Creek Reservoir-Vale-West
Highway Section
FAS 23-106
Contract No. 7135

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading, oiling and structure is under contract to C. E. Leseberg of Nyssa, Oregon. The original project authorization was $190,763.99. The present anticipated cost is $204,775.92, indicating an overrun of $14,011.93 or 7.35 per cent.

The major reasons for this overrun are due to increased contract quantities of General Excavation and Watering and an overrun in Engineering. The shrinkage factor for the embankment material varied considerably from the location data. This, plus a grade change to allow daylighting a cut section to provide easier maintenance of an irrigation ditch caused the overrun in General Excavation. The watering item was increased in order to provde adequate compaction.

The large engineering overrun is due to the necessity of utilizing more higher classifications, overtime cost, and slow progress on the project due to poor weather during what normally would have been prime working time. We have copies of the payrolls and have analyzed them seeking any further reasons. This project absorbed 48 to 90 per cent of the 7 to 8 man crew during the May to August period.

It is recommended that the project authorization be increased by $14,011.93. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

NOTED
F. B. KLABOE

JAB/DES:fw
Enc.
cc: L. H. Young
H. S. Cox

RECEIVED
SEP 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-372 (Rev. 10-66)

-23-
7135
(1)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Bully Creek Reservoir-Vale-West Highway Date September 9, 1968

Highway FAS 23-106 Contract No. 7135

County Malheur Kind of Work Grading, Oiling & Structure Contractor C. E. Leesberg

	Authorized	Estimated
Contract Amount	$166,574.00	$169,065.97
Anticipated Items	$1,500.00	$1,300.00
Contingency (4½%)	$7,563.33	410.00
Engineering	$15,126.66	$34,000.00
Credits	None	None
PROJECT COST	$190,763.99	$204,775.92

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 10-1-68

NET INCREASE $14,011.93 or 7.35%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
Item #3 Ditch Excavation	(C)	$ 4,628.30	$ +578.30
Item #4 General Excavation	(C)	33,581.68	+5,639.98
Item #7 Trench Excavation	(C)	2,152.00	+352.00
Item #8 Watering	(C)	9,750.00	+3,350.00
Item #9 Subbase	(C)	20,184.73	-3,605.27
Item #10 3/4-0 Material in Base	(C)	13,909.00	+534.00
Item #11 3/4-0 Aggregate in Prime Coat	(C)	1,846.45	-413.55
Item #12 MC 250 Asphalt in Prime Coat	(C)	4,020.00	-780.00
Item #13 Aggregates in Asphalt Macadam	(C)	15,525.00	-360.00
Item #14 120-150 Asphalt in Asphalt Macadam	(C)	15,000.00	-900.00
Item #15 Asphalt in Seal Coat	(C)	4,200.00	-300.00
Item #17 Loose Rip Rap	(C)	619.20	+319.20
~~Item~~ P. A. No. 1, Furnish Field Laboratory Building	(U)	100.00	+100.00
P. A. No. 2, Miscellaneous Irrigation Structures	(U)	310.00	+310.00

Principal reasons for overruns (Continue on reverse side): The shrinkage factor for embankment materials was incorrectly estimated and a grade revision was made between stations 262 and 272 to increase the elevation of the fill to permit a daylight section paralleling the irrigation ditch for ditch maintenance use. Thus increased excavation material was required.

(over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by E. S. Thompson
E. S. Thompson Resident Engineer

Noted by
for Construction or Bridge Engineer

Confirmed by
~~Asst~~ Division Engineer

Noted by
Assistant ~~Deputy or~~ State Highway Engineer

SP*33780-734

Principal Reasons for Overruns (continued)

Engineering costs for this project are the principal reason for the increased cost of this project. This project has been worked with a crew of four HE I, Two Engineering Tech I's and one Engineering Aid. A shutdown order was issued for 9 days and the contractor we estimate will complete the project at least 20 days late. Included in the engineering charges is a considerable amount for required overtime payment. We are not showing a credit for possible liquidated damages that may be due because the contractor will request a time extension for the shutdown order, the overrun in general excavation as well as ~~xxx~~ for the extra work. We also have not shown any amount for contingency since the project is well enough along so that we should not require any.

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
RECEIVED
1 196
CONSTRUCTION
Pease
Morelock
Trout
Wills
Litchfield
Olson

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-190 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 95126

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-1[illegible]-68	[illegible] 1121		[illegible]-1[illegible]-257

NOTED
H. S. COX

-
- Malheur County
- Courthouse
- Vale, Oregon 7918

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: Hon. Ellis A. White, County Judge			
Advance Deposit			3[illegible],[illegible]00.00
Partial transfer of advance deposit for the Bully Creek Reservoir-Vale-West Highway Section, Bully Creek Road, FAS [illegible]-106. Covered by agreement dated 4-25-67.			30,[illegible]00.00
To be retained			[illegible],000.00

ACKNOW[illegible] REQUEST

Cash P[illegible]

By

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
HAROLD REYNOLDSON

RECEIVED
MAY 14 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Fred W. Hill, Member
  Helix
Thaddeus Bruno, Member
  Portland

April 26, 1968

Malheur County Court
P.O. Box 130
Vale, Oregon, 97918

Gentlemen:

On April 25, 1968, a satisfactory bid was received from C. E. Lansberg of Nyssa for constructing the Bully Creek Reservoir-Vale-West Highway Section of FAS 23-106. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$166,574.00
Flagging	1,000.00
Signing	500.00
13-1/2% Engineering & Contingencies	22,689.99
Estimated Total Cost	$190,763.99

County Advance Deposit:
20% of $190,763.99 = $38,152.80 or say $38,200.

Please make this advance deposit in the amount of $38,200 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

HR
Harold Reynoldson
Planning Engineer

HR:eb

NOTED
P. B. Arensmeier

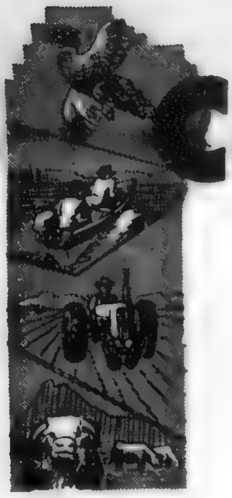
NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Kas 23-106



The County of Malheur

VALE, OREGON

NOTED
H. S. COX

May 10, 1968

Mr. H. S. Cox, Engineer
County-City Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Cy:

Malheur County has secured a gravel easement on an additional gravel pit from Mr. Paul Fleming. This pit will provide material for the Bully Creek Road, and we believe it will facilitate the building of the project.

The legal description is enclosed.

Sincerely,

MALHEUR COUNTY COURT

RECEIVED
MAY 14 1968
ENGINEER
COUNTY & CITY DIVISION

Ellis A White

E W Maag

encl:

J

Copy to:- John Oaks
F.D. Morgan
Ed Morelock
C.G. Swenson
R.N. Chase

NOTED
RICHARD UNREIN

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

WEG

LEGAL DESCRIPTION OF GRAVEL PIT BELONGING TO MR. PAUL FLEMING
Bully Creek Road Project
May - 1968

That portion of the E½NE¼ lying East of Bureau of Reclamation Lateral, Sec.18; T.18S.; R.44 E.W.M.

RECEIVED
MAY 14 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

RECEIVED
JUN 21 1968

S-23-166(1)

7135

May 3, 1968

Bids rec'd Apr 25

Mr. C. E. Lessberg
201 Reece Avenue
Nyssa, Oregon 97913

Dear Mr. Lessberg:

The State Highway Commission on May 2, 1968, accepted your proposal for grading, oiling, and structure on the Bully Creek Reservoir-Vale-West Highway Section of FAS 23-106 in Malheur County for the sum of $166,574 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Malheur County is received and the sum of $38,200 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 7135. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
A. F. Parson
E. S. Thompson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
APR 30 1968

FOR FILING
5-23-106(1)
7135

April 30, 1968

Malheur County Court
Courthouse
Vale, Oregon 97918

MISC. CONTRACTS and AGREEMENTS No. 3535

Attention: Mr. Robert Morcom
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Bully Creek Reservoir-Vale-West Highway Section on Bully Creek Road.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed agreement)

S - 23 - 106(1)

4-3-68

#71135

710.13

ORM PR-48
REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4/3/68
BY (Signature): Mr. Young's March 18, 1968 letter
TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

AGE 1* EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 989 THRU 991

M O.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
9	S-519(2)	1.06	$164,000	$ 98,400	Maxfield Corner-Ward Road	G.P. - 2 Strucs.
0	S-565(1)	0.03	230,000	72,000	Lane Community College-30th Ave.	1 Struc.
1	S-23-106(01)	3.76	270,000	162,000	Bully Creek Reservoir-Vale-West Hwy	G.P. 1 Struc.

Young 4-8-68

Remarks (Division)

On Item 990 (Lane Community College-30th Ave.) we acknowledge acceptable compliance with Section 204 of the Demonstration Cities Act of 1966 as submitted by Mr. Prange's March 8, 1968 letter. This project does not fall within the urbanized area of Eugene, therefore, is not subject ot the provisions of Section 9 of the Federal-aid Highway Act of 1962.

Pursuant to paragraph 9f of PPM 21-1 the Federal funds shown shall be construed as a firm commitment unless modified prior to project agreement stage.

~~xxxxxxxx~~ On Item 991 (Bully Creek Reservoir-Vale-West Hwy) reasons for deviation from your minimum design standards for the 18° curve submitted by Mr. Prange's March 18, 1968 letter are acknowledged.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than noted above or the minimum design standards as approved March 23, 1968, this office should be notified of such proposed exceptions and reasons thereof.

ORIGINAL SIGNED BY
E. R. K'NDE

RECOMMENDED		APPROVED	
TE	SIGNATURE AND TITLE	DATE 4/3/68	SIGNATURE AND TITLE R.E. Simpson, Division Engineer

ogram approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the rt of the Federal Government to provide Federal funds for the undertaking.

NOTED
H. S. COX

3-20-68

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 23-106

Project Name Bully Creek Reservoir-Vale-West Highway Section on Bully Creek Road

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Vale, Oregon, this 20th day of March, 1968.

Malheur County

Ellis A. White
County Judge

Commissioner

E W Maag
Commissioner

RECEIVED
MAR 22 1968
ENGINEER
COUNTY & CITY DIVISION

(11/29/66)

NOTED
R. H. PRANGE

(12-7-66 150)

Copy [illegible]

NOTED
HAROLD REYNOLDSON

F. D. Morgan
[illegible]
[illegible]
G. G. [illegible]
R. N. Chase

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

[illegible]

5-23-76

7135

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]
[illegible] Engineer

By

[illegible]
Office Engineer

RNC:slh

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PR
(PPM 21

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 Co. Rd. 4.7 mi. W. of Vale N.W. 3.76 mi. 65	**ADT**	PRESENT 250	FUTURE (66) 370 (70) YEAR (71) 88
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Gr., Dr. Intermediate Surf., 1 Br. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74)
CARD 4	CLASS OF FEDERAL FUNDS Secondary				COUNTY NAME
	NAME OF URBAN AREA 17-31				ROUTE NO. S	FEDERAL-AID 23-106

ESTIMATED PROJECT CO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		Co. Rd. 4.7 mi. W. of Vale N.W. 3.76 mi.			
5					**ROW**		(Bully Cr. Reservoir-Vale-West Hwy. Section)			
5					**CONST** (CODE)			3.76	270,000	162,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.76	270,000	162,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 250	FUTURE 370 (66) (70)	YEAR 88 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 991 (14) (18)

DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) S- 14 23	NUMBER 23-106(1) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Malheur	CODE 045 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. S | FEDERAL-AID 23-106 (32) | STATE Co. Rd. (36) (37) | U.S. (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(59) (66)	(67) (76)		
270,000	162,000	54,000	54,000 (Co.)
270,000	162,000	54,000	54,000 (Co.)
(16) (23)	(24) (33)		

CHARACTER OF PROPOSED WORK
(Full description)

Gr., Dr. 2-10' lanes O-11 oil mat surf. with 4' shldrs. One RC slab span bridge length 42', HC 28'.

ROW-60' min.;
Access Control-none;
Parking Restrictions-none.

REMARKS

Relocation Assistance - None involved.

USCOMM DUSCOMM-DC 48905-P61

BULLY CR. RESERVOIR-VALE-WEST HWY. SECTION

Project S-23-106(1)

RECEIVED
MAR 21 1968
OREGON DIVISION

EXISTING FACILITIES: Gravel surfaced roadway 22 - 28 feet in width. Structure over irrigation flume has 30' HC and is 22 feet long which is to be utilized as part of the improved facility.

ADJACENT SECTIONS:

NORTH END: 28' roadway with gravel surface.

SOUTH END: FAS 23-013

PROJECT DATA: Grade, surface and place an 0-11 oil mat 28 feet in width for a roadway with two 10-foot lanes and 4-foot shoulders. Construct a concrete bridge with precast slab deck 28 feet in width and 42 feet long. Construct, move and adjust irrigation facilities.

RIGHT-OF-WAY: 60 feet min.
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS EXCEPTIONS: The only substandard feature on the project is an 18° simple curve between stations 156+15.68 and 159+56.28 which is being used to facilitate an existing wood bridge over an irrigation canal. County has widened this structure to over 30 feet.

SYSTEM ACTION: completed
PUBLIC HEARING: not required

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: Serves small farms and homes, mail and school bus route, also a route to a recreation area.

FORM E-123X 80M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 18, 1968

Mr. G. R. Brooks
Assistant Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Bully Creek Reservoir-Vale-West Highway Section
FAS 23-106, S 23-106(1)
Malheur County
Reference File No. 08-35-DB

Dear Sir:

Reference is made to your memorandum of March 8, 1968, relative to our request for a deviation from design standards on the subject project.

The design elements of the proposed project have been developed according to the design standards for a Class E Highway in rolling terrain with a design speed of 45 miles per hour. The only exception to the standards in the entire project is the one 18° curve mentioned in our previous correspondence. To state that no hazard will exist at this particular point would be presumptuous on our part; however, you can be assured that safety features have been incorporated into the design to the fullest extent practicable and feasible.

We feel that an existing hazardous condition will be reduced sufficiently to provide a much safer facility for the traveling public. The proposed 18° curve will replace an existing dangerous 30° curve and will be a relatively short 340-foot inside curve having excellent approaching sight distances, thus further reducing the elements of a "trap" situation.

It should also be pointed out that this road is a local farm to market and recreational route of comparatively low traffic volumes and will be used largely by local residents familiar with the route and the terrain. The County has given assurance that in order to further reduce any hazards that may exist, it will establish a speed limit of 45 miles per hour over the entire route and will install adequate curve warning signs where needed in conformance to the Manual on Uniform Traffic Control Devices.

We trust that the above information will provide sufficient basis for your concurrence in the requested deviation.

Very truly yours,

H. S. Cox
County and City Engineer

by

RHPrange

R. H. Prange
Field Engineer

RHP:eb

bc: F. B. Klaboe
F. D. Morgan
R. N. Chase

COMMISSIONERS
WAYNE E. PHILLIPS, BAKER
CHAIRMAN
JOSEPH W. SMITH, KLAMATH FALLS
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
J. PAT METKE, BEND
GEORGE L. HIBBARD, OREGON CITY

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

S 23-106(1)

71-2

March 15, 1968

Routing
Bond
Barbee
Walker
Glenn
Swan
Pr...
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 1 8 1968
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 12, 1968 which enclosed the plans for the following projects.

Wilsonville Interchange-Hubbard Interchange Section, Pacific Highway, Clackamas County

Bully Creek Reservoir-Vale-West Highway Section, FAS 23-106, Malheur County

Washington State Line-Victory Boulevard Section, Pacific Highway, Multnomah County

None of the above projects will have any adverse effect on wildlife resources, and they are approved. We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/ln

cc: Director, OGC

3/18/68 Copies to:

F. B. Klaboe
Frank Hall (3)
J. E. Morelock
A. F. Parson (2)
L. H. Young
T. C. Roake
R. D. Asburry (2)
L. W. Rulien (2)

Malheur 10
fas 23-106

March 11, 1968
(date)

RECEIVED
MAR 15 1968
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
AT .... M.
MAR 14 1968
MALHEUR COUNTY

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention: Hon. Ellis A. White

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

- -

Highway FAS 23-106 (Bully Creek Road)

Section Bully Creek Reservoir—Vale-West Highway Section

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

NOTED
HAROLD
REYNOLDSON

March 12, 1968.
(date)

By Ellis A. White

By
Commissioner

By E. W. Moag
Commissioner

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

Copy to L. H. Young
Attention: Duane Ridings

FAS 23-106
Malheur Co

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 8, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Cox, County & City Engineer
and Mr. R. H. Prange, Field Engineer

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Bully Creek Reservoir - Vale - West Highway Section
FAS 23-106, S 23-106(1)
Malheur County
Deviation from Design Standards

Reference is made to Mr. Prange's March 6, 1968 letter concerning the above subject.

The combination of the bridge and the sharp curvature may be satisfactory on the present road, but it may be hazardous when the road is improved. Therefore, before we can concur in the requested deviation, satisfactory evidence that a hazardous condition will not exist must be presented to this office.

RECEIVED
MAR 12 1968
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. H. PRANGE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-183X · 90M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 6, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

Re: Bully Creek Reservoir-Vale-West Highway Section
FAS 23-106, S-23-106(1)
Malheur County

Dear Mr. Simpson:

Programming data covering the above project will soon be transmitted to you for approval. The design elements of grade and alignment meet State and AASHO standards except for one substandard 18° horizontal curve between stations 156+15.68 P.C. and 159+56.28 as shown on the attached plan sheet. Your approval of this deviation from standards is hereby requested.

The alignment of the project is generally the same as that of the existing roadway, which winds along the edge of the Bully Creek Valley. In order to meet an existing structure at Station 159+50 which the County recently widened, it was necessary to design the project with the above mentioned 18° curve. (See the attached Resident Engineer's Narrative Report.) A curve of any lesser degree at this point would also affect the over-all cost of the project by requiring the replacement of an already adequate structure and making it necessary for the County to purchase additional right of way through expensive irrigated farm land.

Very truly yours,

H. S. Cox
County and City Engineer

By

R H Prange
R. H. Prange
Field Engineer

RHP:eb
Att.

bc: F. B. Klaboe
F. D. Morgan
R. N. Chase

NARRATIVE REPORT OF SURVEY
VALE-WEST HIGHWAY _ BULLY CREEK RESERVOIR SECTION
BULLY CREEK ROAD - F.A.S. 23-106
MALHEUR COUNTY

This is a County FAS project for the construction of 3.754 miles of roadway, surfacing and O-11 oil mat on the above subject project.

The alignment on this project, generally follows the existing roadway. From Station 150± to station 164± the L^2 line was requested by the County to be used to meet an existing wooden structure over the irrigation channel. The "L" line as shown on the detail map was rejected by County officials in favor of the alternate L^2 line. Substandard spirals have been used throughout the length of the project.

Maximum alignment of 10 degree of curve was held, with the exception of one 18 degree simple curve required to meet the existing structure over the irrigation canal at station 160±. Maximum gradients of 5.3169% was required to meet controls of existing structure over irrigation canal and over irrigation siphon.

Grades generally follow the existing roadway, with minor cutting and/or filling on the existing roadway. At station 261± the grade was established to satisfy the ditch company by maintaining the same clearance between the bottom of the structure and the top of the irrigation pipe.

Irrigation facilities are encountered throughout the project. It having been suggested to the County that these changes be made by the property owners, when negotiations are made for rights of way. Two areas of irrigation facility changes are to be made during construction. These areas being from Station 255+50 to 279+85 and Station 298+75 to 305+55.

Clearing consists mainly of sagebrush with some brush and trees. The trees at Station 253 to 258 shall not be disturbed.

Pitrun material will be used for base material. From station 111+00 to 175+82 will be 10 inches in depth and from station 175+82 to 308+05 will be 13 inches in depth.

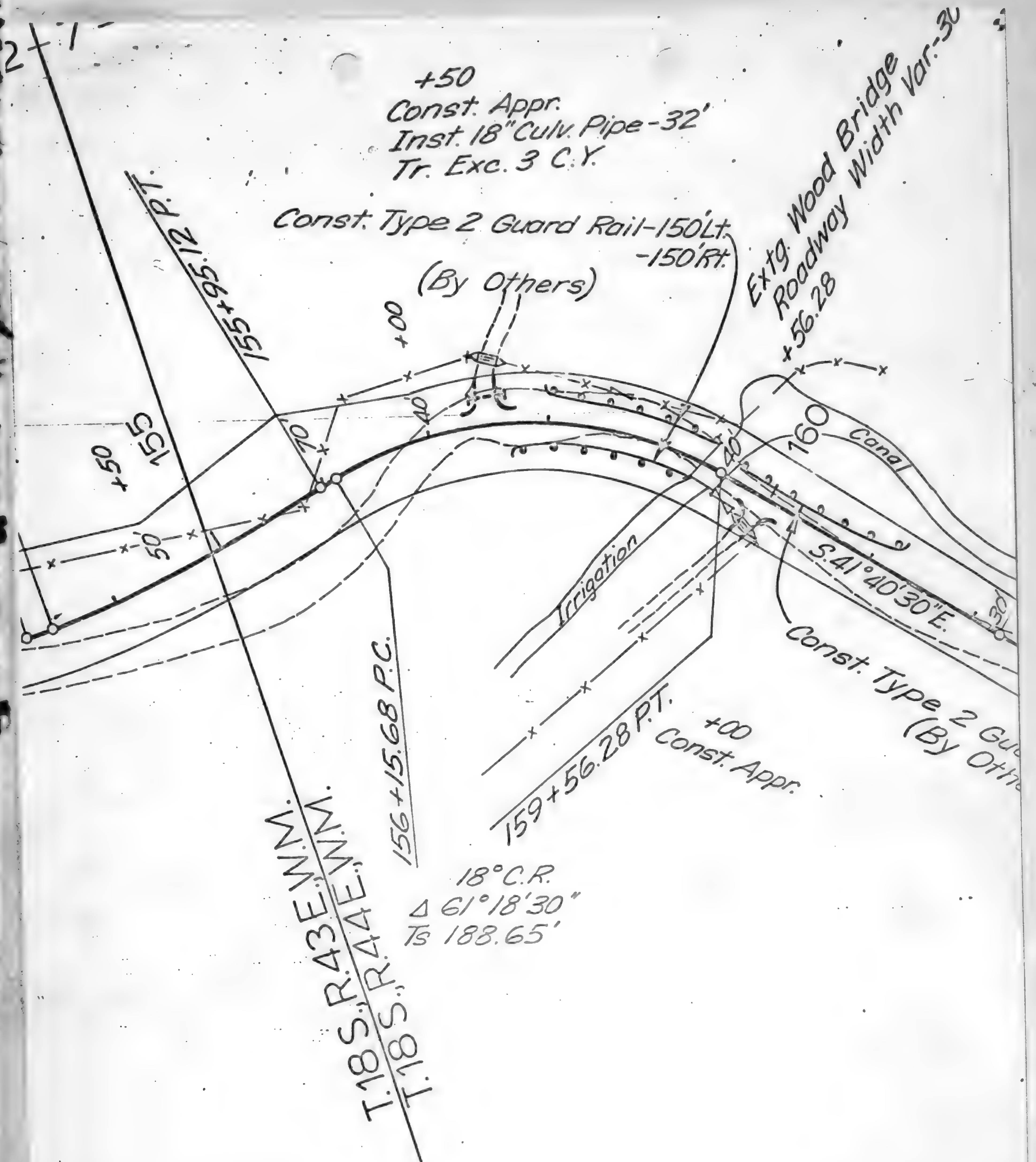
Right of way will be obtained by the County. They have requested that the State prepare the descriptions for their use in this purchase.

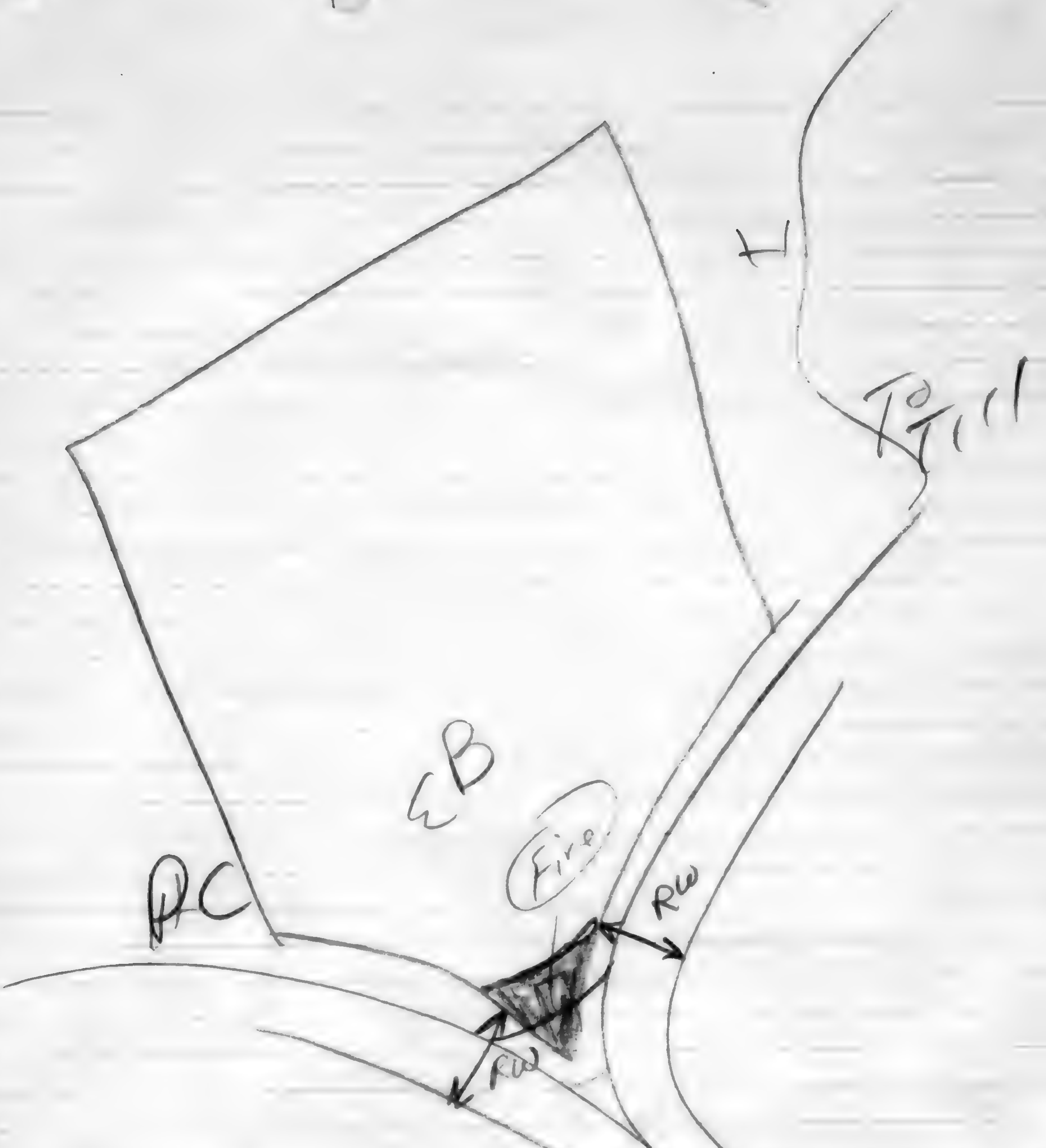
There are no railroad crossings or navigable streams involved in this project.

The construction of this road will serve the recreational area at Bully Creek reservoir.

Cost of construction is estimated to be $239,000 or an average of $63,700 per mile.

Fred L. Hildebrandt


+50
Const. Appr.
Inst. 18" Culv. Pipe - 32'
Tr. Exc. 3 C.Y.
Const. Type 2 Guard Rail - 150' Lt.
- 150' Rt.
(By Others)
Extg. Wood Bridge
Roadway Width Var. - 3
+56.28
155+95.12 P.T.
+00
155
+50
70
60
50
50
40
160
Canal
Irrigation
S.41°40'30"E.
30
Const. Type 2 Gu
(By Oth
156+15.68 P.C.
159+56.28 P.T.
+00
Const. Appr.
18° C.R.
Δ 61°18'30"
Ts 188.65'
T.18 S. R.43 E. W.M.
T.18 S. R.44 E. W.M.



[illegible]
4/4/68 says
to hell with State people!!

FORM E-30 50M 10-65

RECEIVED
MAR - 6 1968
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 5, 1968

Salem, Oregon

SUBJECT:

OPTIONS
Vale-West Highway-Bully
Cr. Res. Section
Bully Cr. Co. Rd.

To:

H. S. Cox
County & City Engineer
BUILDING

This is to confirm that on this date we handed four revised option forms in quadruplet covering right of way to be acquired in connection with Vale-West Highway-Bully Cr. Res. Section of the Bully Cr. Co. Rd. in Malheur County.

These descriptions have been revised because additional areas are needed for the reconstruction of an access road and irrigation facilities.

Enclosed for your information is a revision request.

We also handed him four prints of a section of map number 9 B-4-3 covering this area and bearing our date of March 4, 1968.

File No.	Names	Area
42338 E	Wilma Consuella Thompson	2.5 Acres P-1 0.15 Acre P-2
42338 F	Jack Clardy et ux	0.1 Acre P-1 0.01 Acre P-2
42338 G	Walter Wright et ux	2.2 Acres P-1 1.10 Acres P-2 1.0 Acre P-3
42338 J	Arthur Trueax et ux	1.0 Acre P-1 0.5 Acre P-2

Earl F Saling

Earl F. Saling
Right of Way Office Manager

AC/ag

cc: A. F. Parson

MEMO TO R. N. CHASE Date March 4, 1968

FAS 23-106 MALHEUR COUNTY: Bully Creek Reservoir-Vale-West Highway SECTION

TERMINI: Beginning at the junction with FAS 23-013 approximately 4.75 miles west of Vale and extending northwesterly 4.02 miles to the Bully Creek Reservoir.

PROPOSED WORK: Grade, surface, oil, drainage, irrigation facilities and one structure.

PROJECT LENGTH: 4 miles.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$270,000	$162,000	$54,000	$54,000	

EXISTING FACILITIES: Gravel surfaced roadway 22 - 28 feet in width. Structure over irrigation flume has 26'RC and is 22 feet long.

ADJACENT SECTIONS:

[redacted]/EAST END: 28' roadway with gravel surface.

SOUTH/[redacted] END: FAS 23-013

PROJECT DATA: Grade, surface and place an O-11 oil mat 28 feet in width for a roadway with two 10-foot lanes and 4-foot shoulders. Construct a concrete bridge with precast slab deck 28 feet in width and 40 feet long. Construct, move, and adjust irrigation facilities.

RIGHT-OF-WAY: 60 feet min.
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: (see below) #

SYSTEM ACTION completed
PUBLIC HEARING: not required.

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: Serves small farms and homes, mail and school bus route, also a route to a recreation area.

#The only substandard feature on the project is an 18° simple curve between stations 156+15.68 and 159+56.28 which is being used to facilitate an existing bridge over an irrigation canal. County has widened this structure to over 30 feet.

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

[illegible]
[illegible] UNREIN

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
N. HARWELL

YOR-E-138X 80M 7-68

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~[illegible]~~
~~WASCO~~
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 18, 1968

Malheur County Court
Courthouse
Vale, Oregon 97918

re: Bully Creek Road (Syphon) Overcrossing
Vale-West Highway-Bully Creek
Reservoir Section
FAS 23-106 - Bully Creek Road
Malheur County

Gentlemen:

This letter is to acknowledge receipt of the copy of the plans for subject structure with the County's approval noted thereon. Also noted thereon is the County's desire for the structure to be 28 feet in width and not 32 feet in width. ← Note.

Also attached are two letters on Bully Creek Road (Syphon) Overcrossing Section for your files.

We would like to reaffirm the County's responsibility in removing the old Halliday Bridge and the adjustment of the utility lines in the vicinity of the bridge site on FAS 23-108, by February 1, 1968.

Very truly yours,

H. S. Cox
County and City Engineer

by

Harold Reynoldson
Harold Reynoldson
Planning Engineer

HR:eb
Atts.

bc: Ted Roake ✓

FNSC project

Total Structure Cost $22,000

To LLW. 1-19-68

FAS 23-106
Malheur Co

NOTED
H. S. COX

January 5, 1968

Malheur County Court
Courthouse
Vale, Oregon 97918

Re: Bully Creek Road (Syphon) Overcrossing
Vale-West Highway - Bully Creek
Reservoir Section
FAS 23-106 - Bully Creek Road
Malheur County

Gentlemen:

Attached are two copies of the plans for subject project, along with the copy of a letter to Mr. Si Cox from Mr. Raske.

I wish to bring to your attention that the suggested width of the proposed structure is 32 feet. It is felt that since this will be used by people pulling house trailers up to the park that the extra width will be a safety feature. Also, to increase the width of the structure from 28 feet to 32 feet at this time will be far less expensive than if it should have to be extended after it is completed. It is estimated that the extra 4 feet of width will increase the cost by approximately $2,000. If the county wishes a 28 feet bridge, please so state when you return a copy of the plans.

Please review the plans and if they are acceptable note your approval thereon and return one copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:sb
Att.

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

ao 23 - 106

FORM E-80 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 18 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

La Grande, Oregon
December 15, 1967

SUBJECT: Deed Photostats
Vale-West Hwy-Bully Creek Res.
Bully Creek Road
Malheur County

To:

Mr. Harold Reynoldson
County & City Division
Salem

Enclosed are deed photostats on the subject section. These are being submitted as per your telephone requests of December 5, 7 and 11 as follows:

Dec. 5 - SW1/4 of NE1/4 and SE1/4 of NW1/4, Section 12. NW1/4 of SE1/4 of Section 12, except B124 P144.
Description of channel through Section 18
Selby & White to Bureau of Reclamation - 0.8 ac.
Paul Fleming to Bureau of Reclamation - 17.0 ac.
Paul Fleming to Bureau of Reclamation - 1.4 ac.
Description of channel through Section 20
Arthur Truax to Bureau of Reclamation - 10 ac.
Owen Froever to Bureau of Reclamation - 6 ac.
All the above in T 18S, R 43E.

Dec. 7 - SW1/4 of SW1/4 - both sides - SW of Canal belongs to Cameron (not B 56 - P 541) Section 20. NE1/4 of SE1/4 south of description in Bk 79 P 16 Section 19.
Description - Andrews Jenson to Wilma Consuella Thompson, recorded December 11, 1944 in the SW1/4 of NE1/4, Section 8 T 18S, R 44E.

Dec. 11- Description of Canal through Lot 3, Section 7, T 18S, R 44E.

The sections of the canal were obtained from the property owners under the Act of August 30, 1890, 26 Stat. 291, a partial copy of this act on a form letter to property owners from the Bureau of Reclamation, is being enclosed. A later Act of Congress allowed payment for damages to involved property owners. Upon receipt of cancelled checks from property owners the Bureau of Reclamation closed their files.

There are no deed coverages on the canal right of way. Photostats of the maps and Traverse notes on the areas concerned are being enclosed.

A. F. Parson
Division Engineer
By Fred F. Hildebrandt
F. F. Hildebrandt

copy To Floyd Scott's office 12/18/67
HR

NOTED
HAROLD
REYNOLDSON

FFH:dj

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

fas 23-106

FORM 2-30X

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DEC 1 8 1967
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Onterio, Oregon
December 13,1967

SUBJECT: Vale-W.Highway-Bully Cr.Res.
Bully Cr. Road
Malheur County

To: Mr. A. F. Parson
Division Engineer
La Grande, Oregon

Attention: Mr. Fred Hildebrandt

In accordance with your request the following informantion has been obtained and hereby submitted.

(1) Section 20. The SW¼ SW¼ The land in question belongs to Wright, Maude Treaux et al - Bk 56 Pgs 310 & 540. Additional land in question belongs to Cameron - Bk 56 Pg 541. Photostats of deeds enclosed.

(2) Section 19. NE¼ SE¼. Two property owners: Paxton,George W, etux Bk 87 Pg 255. Baker, Lewis E. And Gladys F. Bk 116 Pg 272. Photostats of deeds enclosed.

(3) Transfer of property from Andrew Jenson to Wilma Consuella Thompson Bk66 Pg 570. Photostat of deed enclosed.

(4) Lot 3 Section 7 T18S R44E. Photostat of deed of canal enclosed.

(5) SW¼ NE¼ and SE¼ NW¼ Section 12 T18S R43E. Bk 58 Pg 600 & 601. Photostats of deeds enclosed.

(6) Entire N½ SE¼ Section 12 T18S R44E has changed owners frequently. Photostats of the last two deeds, Bk 109 Pg 597 and Bk 111 Pg 306, enclosed. The area of land in question is described in Bk 109 Pg597 as an exclusion in the sale of N½ SE¼ by Russell E. Thomas to J. Hubert Dawson. Later sale of the entire N½ SE¼, Bk 111 Pg 306 by Russell E. Dawson to J. Hubert Dawson gives entire possession of N½ SE¼ to Dawson. Bk 124 Pg 144 describes that portion of the N½ SE¼ sold to U.S.A. No other current deeds involving this land was found; however the Malheur County Assessor's office describes the remainder of the NW¼ SE¼ asbeing owned by U.S.A. giving the dimensions of that portion as being the same as the exclusion from the sale described by Bk 109 Pg 597. No deed of the sale of this property to the U.S.A. was found.

copy to Scott's office 12/15/67 wh

(7) Description of canal in Section 18 T18S R44E

1. Shelby And White to Bureau of Reclamation	0.8 acre
2. Paul Fleming to Bureau of Reclamation	17.0 acre
3. Paul Fleming to Bureau of Reclamation	1.4 acre

Section 20

4. Arthur Treaux to Bureau of Reclamation	10.0 acre
5. Owen Froerer to Bureau of Reclamation	6.0 acre

Above sections of the canal were obtained from the above property owners under the Act of August 30, 1890, 26 Stat. 291. Partial copy of this Act on enclosed form letter which was sent by the Bureau of Reclamation to involved property owners.

Later Act of Congress allowed payment for damages to involved property owners. Above property owners have received and cashed checks for damages. The Bureau of Reclamation has closed the files on the assumption that the acceptance of the damages deems the acceptance of the fact that the Bureau has this right and has utilized this Act.

The only description of the canal R/W is on the canal traverse maps. Photostats of these maps for the areas concerned and the traverse notes are enclosed.

E S Thompson

E. S. Thompson
Res. Engr.

encl.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section BULLY CREEK RESERVOIR - VALE WEST HIGHWAY Highway F.A.S. 23-106 County Malheur Prefix 523-1412

Res. Engr. ____ Approx. Length 3.75± Miles. N. Sta. 111+00± to S. Sta. 308+27± Date 10-30-67

Truck A.D.T. 4 Traffic Coefficient 5.6 18 kip s.a. per day 2.8.

Annual Precipitation 9"± (Vale) Frost Penetration 24"±.

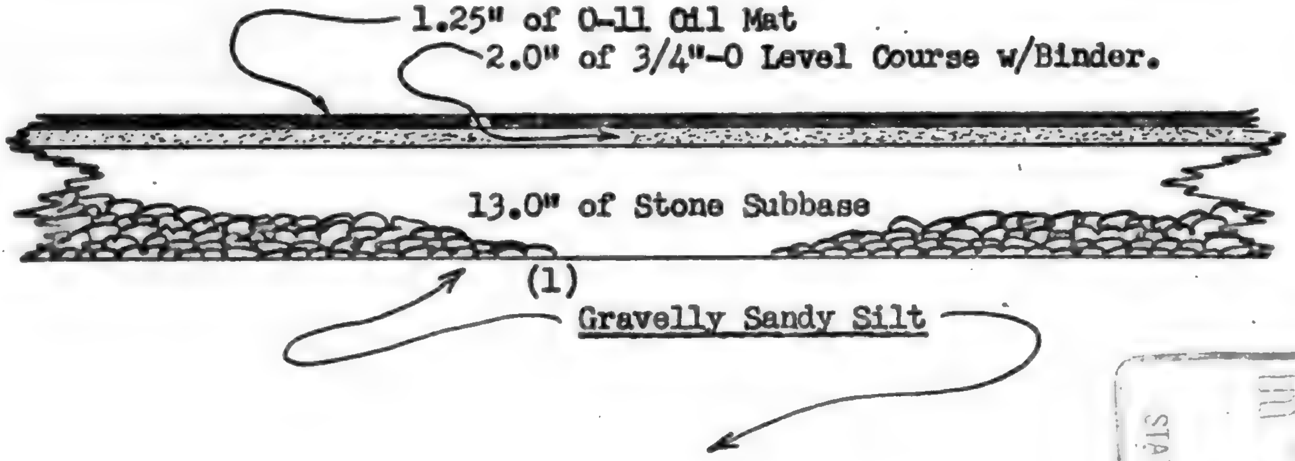
CBE Total Req.	Credit	Actual Thick.	
	1.5	1.25	0-
	2.0	2.0	Level
	10.5	13.0	Stone Subbase
14.0	14.0	16.25	

523-1867
7136

FOR FILING
NOV 8 1967

(1)
Typical Soil
35 LL
9 PI
79 %P 10
54 %P 200
21 %Gravel
9 %C Sand
16 %F Sand
39 %Silt
15 %Clay
28 "R" Value
[illegible]

Sta. 111+00+ - 243+00+



AASHO CLASSIFICATION:

A-4 (1)

MATERIAL SOURCES:

To be determined by the Engineer.

NOTED
F. B. KLABOE

RECEIVED
1967
OFFICE
STATE HIGHWAY ENGINEER

10-30-67

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County - City (2)

Submitted by ____ for Staff Assistant

Recommended by O A White
Engineer of Materials

Recommended by ____ dist Construction Engineer

Approved by FB Klaboe
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section BULLY CREEK RESERVOIR - VALE WEST HIGHWAY Highway F.A.S. 23-106 County Malheur Prefix 523-1412

Res. Engr. ____ Approx. Length 3.75± Miles. N. Sta. 111+00± to S. Sta. 308+27± Date 10-30-67

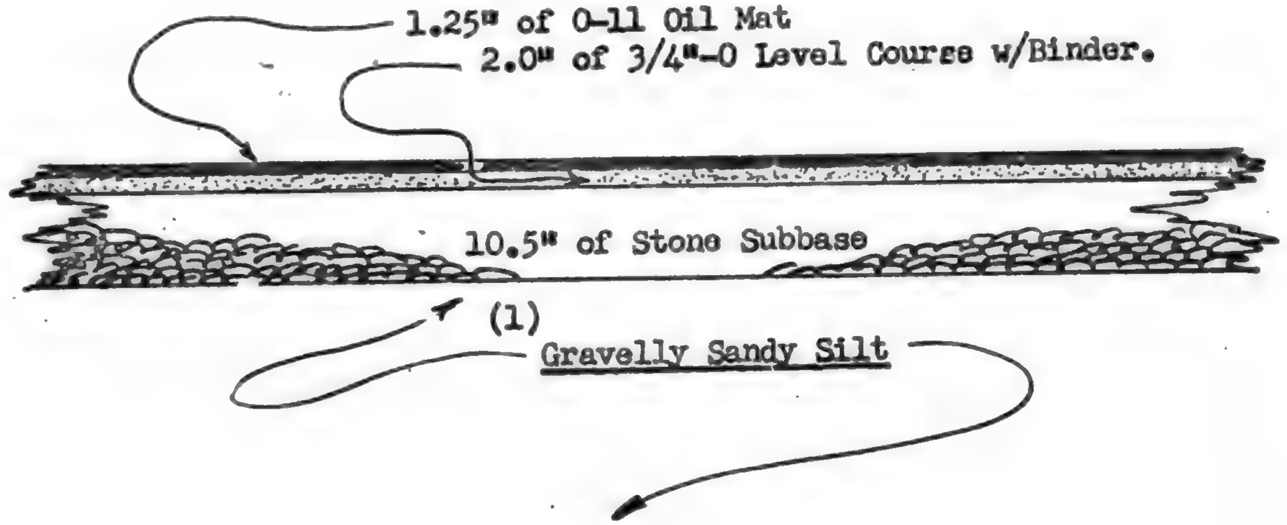
Truck A.D.T. 4 Traffic Coefficient 5.6 18 kip s.a. per day 2.8.

Annual Precipitation 9"± (Vale) Frost Penetration 24"±.

Sta. 243+ - 308+27+

(1)
Typical Soil

31	LL
0	PI
57	%P 10
40	%P200
42	%Gravel
4	%C Sand
14	%F Sand
33	%Silt
7	%Clay
42	"R" Value



CBE Total Req.	Credit	Actual Thick.	
	1.5	1.25	0-1
	2.0	2.0	Level
	8.5	10.5	Stone Subbase
12.0	12.0	13.75	

AASHO CLASSIFICATION:
A-4 (1)

MATERIAL SOURCES:

VALE WEST HIGHWAY - BULLY CREEK RESERVOIR
F.A.S. 23-106
Malheur County

"OTHER ROADS"

TRUCK A.D.T.	A.C. Wearing Surface	3/4"-0 Level Course	Stone Subbase	"CBE" Total Requirement	Actual Thickness
Cars Only	1.25"	2.0"	9.5"	11.0"	12.75"

Should substitutions be made for the "MAINLINE" or "OTHER ROADS", use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals.) = 0.8" Crushed Base

SECTION: VALE WEST HIGHWAY - BULLY CREEK RESERVOIR

HIGHWAY: F.A.S. 23-106

COUNTY: Malheur

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1966 Present ADT 250 (Total)

B. 1986 Future ADT 370 (Total)

C. Mean ADT 310 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 3 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}=$ .015 x (C) 310 = 4

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 4 x (H) 100 % = 4

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where $K = 4.669$

= 5.6

SECTION: VALE WEST HIGHWAY - BULLY CREEK RESERVOIR

HIGHWAY: F.A.S. 23-106

COUNTY: Melheur

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
Remarks: ______

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: Not a consideration

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County requested an Oil Mat.

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project. See Items 6 & 12.

OREGON STATE HIGHWAY DEPARTMENT
Division

NOTED
H. S. COX

Laboratory Report

Vale - West Hwy. - Bully Cr. Reservoir
FAS 23-106
Contract No.
Vernal Moore

Prefix No. 523-1412
County
F A Project No.
Date Reported August 17, 1967
Laboratory Charges $46.00

REPORT ON SAMPLE OF AGGREGATE

T 18S, R 43E, Sec. 1
Sampled at Test Pits Sack #4
Base & Oil Rock
Date received July 31, 1967
V. Moore
Quantity represented
July 25, 1967
Sample No. #

TEST RESULTS

830071
A47052

Type of material Gravel
Screening and separate

GRANULOMETRIC ANALYSIS

Sieve	Percent Single Sieve	Percent Accumulative	Percent Passing
5	0	0	
4	8	8	
[illegible]	2	10	
2	16	26	
1½	5	31	
1	8	39	
¾	6	45	
½	6	51	
¼	11	62	
4	4	66	
10	8	74	
40	18	92	
[illegible]	4	96	
200	2	98	
P200	2	2	

Abrasion, per cent wear, Los Angeles Rattler	17.9
Specific gravity (Le Chatelier)	2.68
Unit weight, rodded, lbs per cubic foot	
Unit weight loose, lbs per cubic foot	
Fineness factor	
Soundness, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	Chevron 120/150 Penn. = 95-
Natural fines	0
Manufactured fines	
Natural fines	42
Manufactured fines	
Sand equivalent	52.6
Oregon degradation	21.10 %
Height	1.3 in
Strength test, per cent of standard mortar:	
Compression	%
Organic Matter, color plate No.	

Material represented by this sample does XXXXXXXX specifications
Chevron 120/150 Penn ½% Darakote = 95+
Chevron 60/70 " = 95+

DISTRIBUTION
X
X Parson
X
V. Moore

RECEIVED
AUG 18 1967
ENGINEER
COUNTY & CITY DIVISION

Engineer of Materials

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
HARWELL

OREGON STATE HIGHWAY DEPARTMENT

Laboratory Report

[illegible] Vale - West Hwy - Bully Cr. Reservoir
[illegible] FAS 23-106
[illegible] Vernal Moore

Prefix No. 523-1412
County
F.A. Project No.
Date Reported August 17, 1967
Laboratory Charges $34.00

REPORT ON SAMPLE OF AGGREGATE

[illegible] T 18S, R 43E, Sec. 1
Sampled at Test Pits Sack #3
[illegible] Base & Oil Rock
[illegible] V. Moore
[illegible] July 25, 1967
Sample No. 3

Date received July 31, 1967
Quantity represented

TEST RESULTS

[illegible] 830070
[illegible] A47052

Type of material Gravel
Screen opening Square

GRANULOMETRIC ANALYSIS

Sieve Size	Per cent [illegible]	Per cent Accumulative	Percent Passing
4	0	0	
3	10	10	
2	11	21	
1½	8	29	
1	9	38	
¾	9	47	
½	10	57	
¼	16	73	
4	5	78	
10	9	87	
40	9	96	
80	2	98	
200	1	99	
P200	1.2	1.2	

Abrasion, per cent wear, Los Angeles Rattler	16.4	
Specific gravity (Le Chatelier)	2.67	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Soundness, sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	41	%
Manufactured fines		%
Fractured		
Sand equivalent	48.6	
Oregon air degradation: Pass No. 20	[illegible]	%
Height	1.0	in
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		

[illegible] represented by this sample (does) XXXXXXX comply with specifications.

REPORT DISTRIBUTION:
[illegible] Roads
X [illegible] Engineer
[illegible] Engineer
[illegible]
[illegible] Office
X [illegible] Engineer Parson
[illegible] Engineer
[illegible] Maint. Supt.
[illegible]
X [illegible]
X [illegible]
X V. Moore
X [illegible].C. Cox
X Carl Sp[illegible]ling

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Laboratory Report

Project Vale West Hwy. Bully Cr. Reservoir
Highway FAS 23-106
Contractor
Contract No.
Submitted by Vernal Moore

Prefix No. 523-1412-910
County
F.A. Project No.
Date Reported August 17, 1967
Laboratory Charges $34.00

REPORT ON SAMPLE OF AGGREGATE

Source of material T 18S, R 43E, Sec. 1
Sampled at Test Pits Sack #2
Date received July 31 1967
Quantity represented
To be used Base & Oil Rock
Sampled by V. Moore
Date Sampled July 25, 1967
Sample No. 2

TEST RESULTS

Laboratory No. 83006
Data Sheet No. A47052

Type of material Gravel

GRANULOMETRIC ANALYSIS

Retained on Sieve	Percent Single Sieve	Percent Accumulative	Percent Passing
5	0	00	
4	8	8	
3	7	15	
2	11	26	
1½	6	32	
1	12	44	
¾	7	51	
½	10	61	
¼	14	75	
4	5	80	
10	8	88	
40	6	94	
80	2	96	
200	2	98	
P200	2.3	2.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler 16.1
Specific gravity (Bulk) (Coarse) 2.74
Unit weight, dry rodded, lb. per cubic foot
Unit weight loose, lb. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping Natural fines
Manufactured fines
Plasticity index Natural fines 0 %
Manufactured fines %
Liquid limit Natural fines 40 %
Manufactured fines %
[illegible]
Sand equivalent 36.4
Degradation [illegible] Pass No. 20 18.16
Height 0.9 in
Strength [illegible] per cent [illegible] standard mortar
Compression
Organic Material, color plate No.

Material represented by this sample (does) XXXXXXX [illegible] with specifications.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
X [illegible] Engineer
Maintenance Engineer
[illegible] Engineer
Inspection Office
X Division Engineer Parman
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X File
X V. Moore
X [illegible] Cox
X Carl Sperling

[illegible]

FAS 23-106
Malheur Co

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COUNTY & CITY DIVISION

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT
[illegible] Division

Laboratory Report

[illegible]	Bully Creek Reservoir
[illegible]	FAS 23-106
[illegible]	
[illegible]	E. S. Thompson

Prefix No. 523-1412-910
County Malheur
F A [illegible] No.
Date Received July 11, 1967
[illegible] Charges $30.50

REPORT ON SAMPLE OF AGGREGATE

Source of material T. 18 S., R. 43 E., Sec. 1
Sampled at Site
Date received July 5, 1967
Quantity represented
[illegible] Vernal Moore
[illegible] June 29, 1967
Sample No. 1A

TEST RESULTS

[illegible] N 826793
[illegible] N A31597

[illegible] material Gravel 4" - 0
[illegible] Square

[illegible] ANALYSIS

	[illegible] Sieve	[illegible]	Percent Passing
4	0	0	
[illegible]	5	5	
	5	10	
1½	6	16	
	15	31	
	8	39	
[illegible]	11	50	
[illegible]	17	67	
4	6	73	
1[illegible]	12	85	
4[illegible]	8	93	
80	3	96	
[illegible]	2	98	
[illegible]	2.3	2.3	

[illegible] Angeles Rattler 17.5
Specific gravity [illegible] 2.75
[illegible] per cubic foot
[illegible] per cubic foot
[illegible]
[illegible] per cent [illegible]
[illegible] Natural [illegible]
Manufactured [illegible]
[illegible] Natural [illegible] 0
Manufactured fines
[illegible] Natural [illegible] 43
Manufactured [illegible]
[illegible]
[illegible] equivalent 39.7
[illegible] Pass [illegible] 20 16.38
[illegible] 1.1
[illegible] per cent of standard [illegible]
[illegible]
[illegible] Material [illegible]

[illegible]
Material [illegible] sample [illegible] XXXXXX [illegible] specifications

[illegible] DISTRIBUTION
[illegible]
[illegible] Farson
[illegible] E. S. Thompson
X [illegible]
X V. Moore
X H. [illegible] Cox

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

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JUL 12 1967
ENGINEER
COUNTY & CITY DIVISION

Laboratory Report

[illegible]	Bully Creek Reservoir	Prefix No.	~~523-1412-910~~
[illegible]	FAS 23-106	County	Malheur
[illegible]		F.A. Project No.	
[illegible]	E. S. Thompson	Date Received	July 11, 1967
		Laboratory Charges	$30.50

REPORT ON SAMPLE OF AGGREGATE

[illegible]	T. 18 S., R. 43 E., Sec. 1	Sampled at	Site
		Date received	July 5, 1967
		Quantity represented	
[illegible]	Vernal Moore		
[illegible]	June 29, 1967		
Sample No.	1B		

TEST RESULTS

[illegible]	Gravel 4" - 0
[illegible]	826794
[illegible]	431597

Sieve	Per cent Each Size	Per cent Accumulative
[illegible]	0	0
4	7	7
[illegible]	5	12
2	8	20
1½	5	25
[illegible]	7	32
[illegible]	7	39
[illegible]	8	47
[illegible]	16	63
[illegible]	7	70
4	11	81
40	9	90
80	6	96
100	3	99
200	1.4	1.4

Per cent wear Los Angeles Rattler	18.1
Specific gravity (Le Chatelier)	2.72
[illegible] per cubic foot	
[illegible] per cubic foot	
[illegible]	
[illegible] test per cent loss	
[illegible] Natural fines	
Manufactured fines	
Plasticity [illegible] Natural fines	0
Manufactured fines	
[illegible] Natural fines	39
Manufactured fines	
[illegible]	
[illegible]	41.7
[illegible] No. 2	16.25
Height	0.9
[illegible] per cent of standard [illegible]	
[illegible]	
[illegible] plate No.	

[illegible] by this sample (does) ~~XXX XXX~~ [illegible] specifications

[illegible]

X [illegible] Engineer

X [illegible] Parson

X [illegible] Engineer E. S. Thompson

X [illegible]

X V. Moore

H. . Cox

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JUL 6 - 1967
FOR FIL

S-23-106(1)

7135

6-30-67

ADDENDUM "A" TO LOCATION PROSPECTUS

VALE-WEST HIGHWAY-BULLY CREEK RESERVOIR SECTION

COUNTY ROAD, FAS 23-106

PREFIX 523-1412

MALHEUR COUNTY

The following addendum is submitted to revise and correct the location prospectus of the above mentioned section:

PARAGRAPH 1 through 7: Correct as per original prospectus.

PARAGRAPH 8: Delete entire paragraph and substitute with:

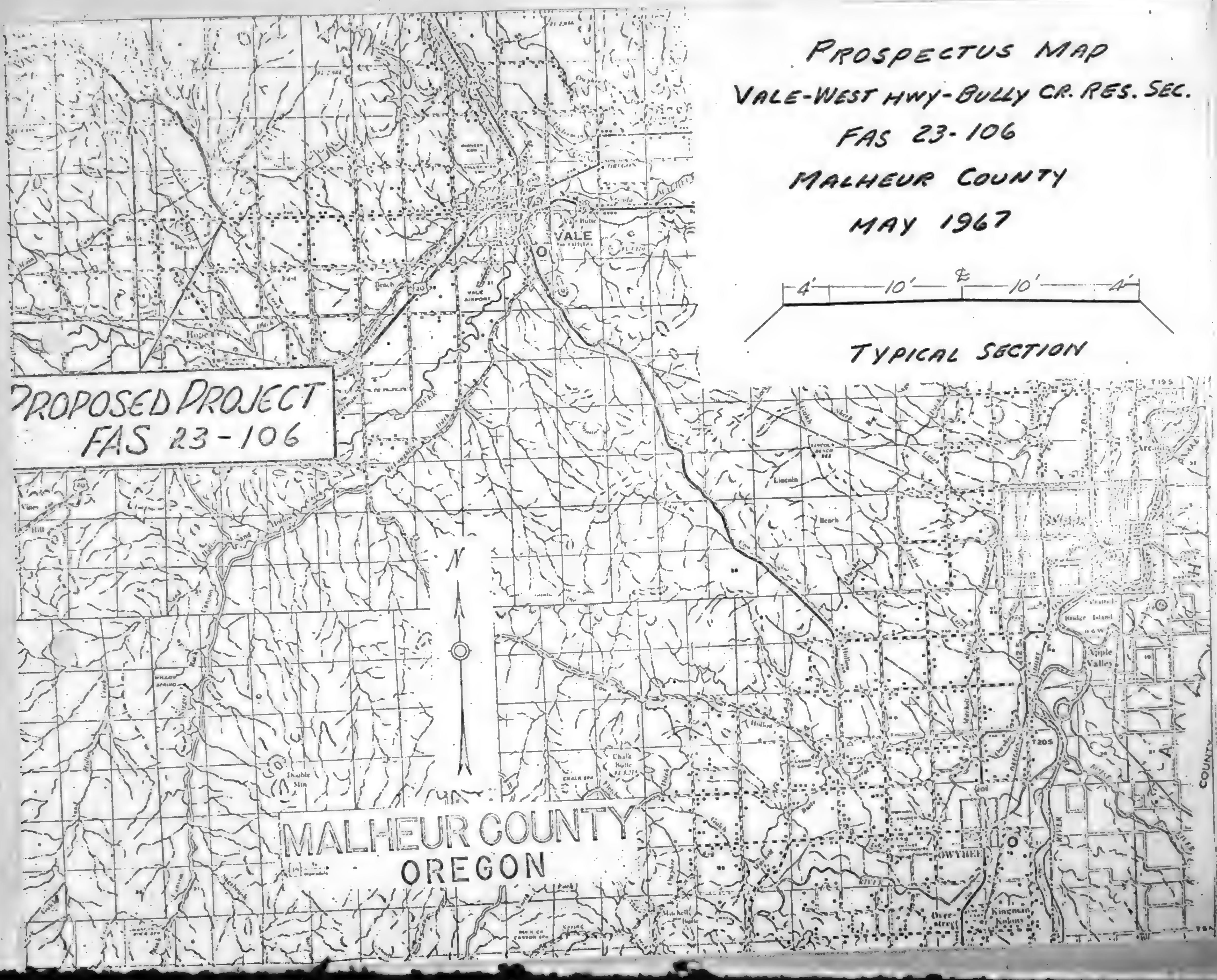
TYPICAL SECTION: Two 10-foot travel lanes with 4-foot oiled shoulders.

PARAGRAPH 9 through 15: Correct as per original prospectus.

ATTACHMENT: Remove and destroy and replace with attachment from this addendum.

June 30, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young
A. W. Parsons (3)

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP
VALE-WEST HWY-BULLY CR. RES. SEC.
FAS 23-106
MALHEUR COUNTY
MAY 1967

RECEIVED
MAY 12 1967
FOR FILING
5-23-12(1)
7135
NOTED
PORTER

5-10-67

Prefix No. 523-1412

LOCATION PROSPECTUS
VALE-WEST HIGHWAY-BULLY CREEK RESERVOIR SECTION
COUNTY ROAD, FAS 23-106
MALHEUR COUNTY

HIGHWAY: County Road, Federal-aid Secondary No. 23-106.

TERMINI: The southerly end is at the Vale-West Highway at M.P. 4.94. The northwesterly end is approximately 4 miles from said highway.

LENGTH: 4.0 miles.

PROGRAM: 1967-1968 FAS-C Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and oiling with an 0-11 oil mat. The route approximates the existing facility. Reconnaissance is not necessary. Soils investigations will be conducted. No special drainage problems are anticipated. An economic analysis is not needed at this time.

CHARACTERISTICS: None available.

STANDARDS: Class "E", maximum grade 6 per cent, curvature 10 degrees. Deviations from State standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot shoulders.

ACCESS: No control of access.

BASE DESIGN: The tuntative base design for construction is:

Wearing Surface	1-1/4"	0-11
Top Course Base	2 "	Leveling
Bottom Course Base	15 "	Coarse Material
Total Depth	18-1/4"	

MATERIAL SOURCES: Sources of suitable material will be located during time of survey and referenced to the project.

AGREEMENTS: An agreement with the County will be necessary.

UTILITIES: Routine utility adjustments may be necessary.

PARKS OR REST AREAS: None affected.

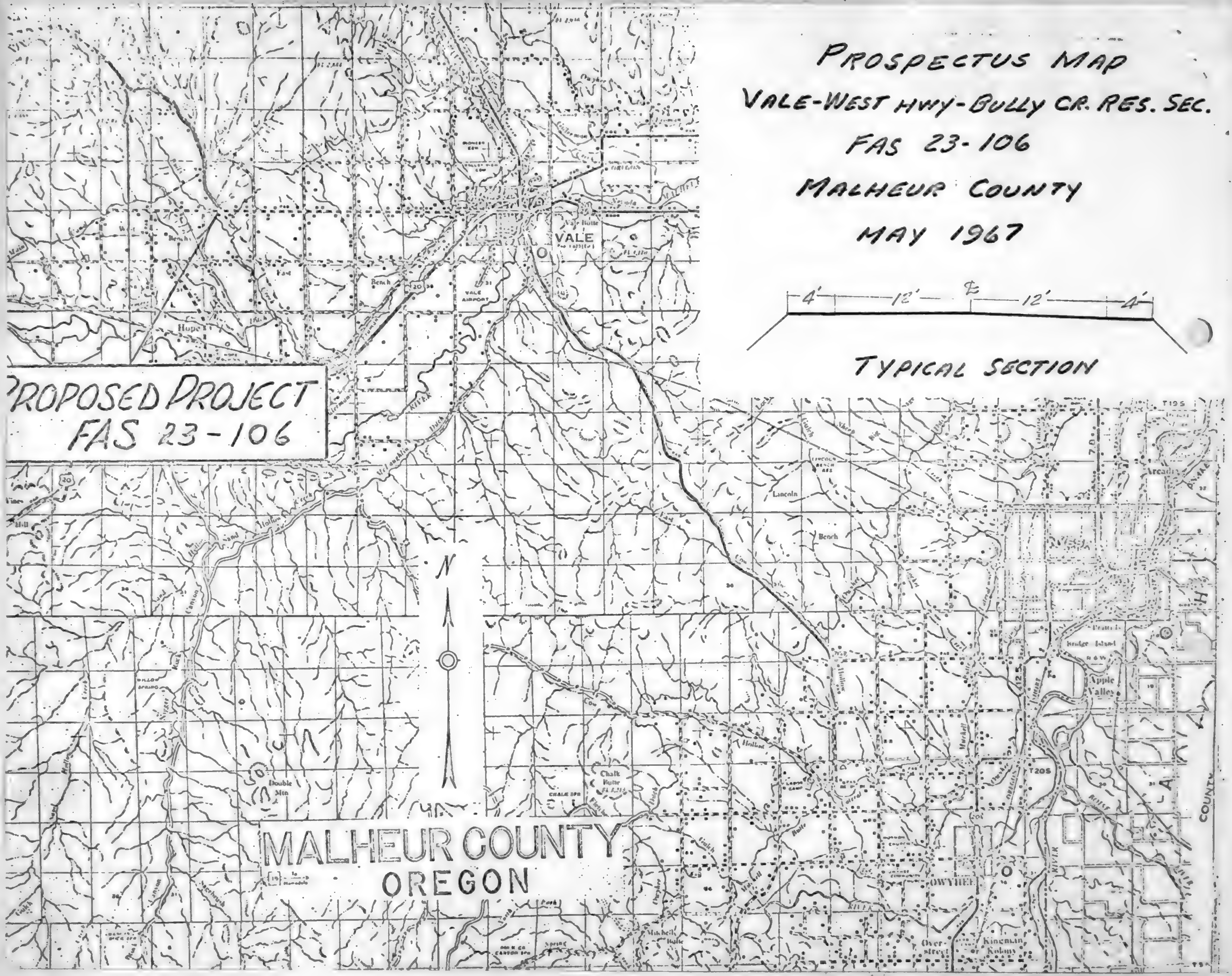
NOTED
FORREST COOPER

ADDITIONAL FACILITIES: No railroad, airports or major streams affected.

May 10, 1967
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS MAP
VALE-WEST HWY-BULLY CR. RES. SEC.
FAS 23-106
MALHEUR COUNTY
MAY 1967



NOTED
H. S. COX

June 30, 1967

Hon. Ellis A. White
Malheur County Judge
Courthouse
Vale, Oregon

FAS 23-106, Bully Creek
FAS 23-108, Halliday Bridge

Dear Judge White:

We acknowledge receipt of two letters, one pertaining to Bully Creek and one to Halliday Bridge.

The letter regarding the bridge has been attached to your request form and both sent to our bridge division. Request for this bridge will go before the Highway Commission for approval July 24, 1967. A copy of this letter is also being forwarded to Scott Coulter in La Grande so that he may be alerted to an upcoming survey for vicinity map.

Regarding Bully Creek, Scott has already directed use of the bridge over Bully Creek Reservoir Canal and I am sure the cheapest method to bridge the siphon will be utilized. I have personally contacted Mr. Klahoe and he has approved changing the width of the Bully Creek Road to a total top width of 28 feet. This will mean a reduction of 4 feet in width from the original request and should reflect not only a change in cost but also in necessary right-of-way. Your request that this road be changed to an "F" class cannot be done due to A.D.T. Your attention is directed to our standards (copies enclosed). Please note that absolute minimum width is 20-foot travel way with 4-foot shoulders, for a total top width of 28 feet. A class "E" road encompasses those roads with an A.D.T. of 30 to 400. Also please note that shoulders are to be oiled. I have forgotten whether you got a copy of the standards while I was there so a couple of sets are enclosed with the critical areas underlined.

Very truly yours,

NOTED
P. B. Aransmeier

H. S. Cox
County and City Division Engineer

HSC:mm
Encl.

cc: E. S. Coulter

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

FAS 23-106

The County of Malheur

VALE, OREGON

June 23, 1967

Mr. Cy Cox, Highway Engineer
State Highway Building
City-County Division
Salem, Oregon

Re: F.A.S. Bully Creek Project

Dear Mr. Cox:

The following exceptions are requested by reason of economy, which will enable Malheur County to meet matching fund requirements and also maintain F.A.S. balance for bridge needs, and low A.D.T. count with a corresponding low number of trucks.

1) Project classification to an F. road which will provide a higher quality road than State Primary Highway #451 from which it begins on junctions from, and as high or higher quality road in the event that shoulders are widened and oiled on #451.

2) Alignment to present road where ever feasible, and specifically use of the present bridge over the Bully Creek Reservoir canal.

3) A prestressed concrete 28' slab, "bath tub" type bridge over the Vale-Warmsprings siphon which will lower the existing grade on the siphon to 2 feet, thus requiring less grade fill.

6/27/67

Mr Klaboe OK'd 28' total top width
total top width to be oiled
HR

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JUN 26 1967
ENGINEER
COUNTY & CITY DIVISION

See FAS General file
For County letter 5-4-67
Re Project priority etc.

Mr. Cy Cox, Highway Engineer
Salem, Oregon

The County will make available material sites or sources both for gravel and fill materials, adjacent to the project, with the exception of leveling course and oiling materials or an option of source from ½ to 2¼ miles.

Thanking you for your consideration for our requests.

Very truly yours,

MALHEUR COUNTY COURT

Ellis A. White

Ellis A. White
County Judge

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JUN 26 1967
ENGINEER
COUNTY & CITY DIVISION

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon
May 8, 1967

SUBJECT: Bully Creek Road
FAS 23-106
Malheur County

To: ~~Mr. A. F. Dafoen~~
~~Division Engineer~~
~~La Grande~~

Soils work on the subject project has been completed. Length of project is approximately 3.75 miles. For sampling purposes M.P. 0.0 is at the junction with the Vale-West Highway.

Soil is represented by Lab. # 785663, 785664, 785665 and 785666. The soil is a fine sandy silt with some gravel in it.

The existing base is pit run gravel. Depth varies from almost none to 3". This is represented by Lab. #785661.

The present roadbed width varies from 27' to 31' with the average being 28.5'.

There are two bridges on the project, both of which the county are widening at the present time.

All excavation and embankment slopes should be standard. There is no material that warrants steeper slopes.

Frost penetration is ± 24".

A possible source of crushed material is located 1.8 miles south of the south end of the project.

Vernal Moore

Vernal Moore
Division Geologist

VM:ml
cc. F. D. Morgan
J. E. Morelock
H. S. Cox

RECEIVED
MAY 12 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

MALHEUR COUNTY
PROPOSED PROJECT (1967-1968 FUNDS)

✓FAS 23-106, Bully Creek Road, Vale-West Highway-Bully Creek Reservoir Section, Grading, leveling, oil wearing surface, and drainage, 4 miles, $100,000.00.

This project will consist of grading, basing, leveling, and an O-11 oil mat wearing surface of 24' and 4' shoulders on an improved alignment. County is widening the structures. Survey by State. County is offering either of two material sources. No additional right of way is anticipated. The monies for the project will be supplemented as FAS funds become available.

HIWAY COMMISSION
APPROVED ON APR 25 1967

67-c
4/11/67

Tentative FAS-C proj
COX
Salem

FORM 2-30 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 28, 1966

10 -

SUBJECT: Bully Creek Reservoir Rd.
Malheur County

To: Mr. A. F. Parson
Division Engineer
La Grande

Copy

I was over the subject section July 20, 1966, with Carl Sperling, Malheur County Roadmaster. Length of the project is 3.75 miles.

According to Mr. Sperling, the county plans on doing the following work.

a. Grade the subgrade to 32' width. Present width average 28'.
b. Widen the bridge at M. P. 0.9 out to 28'.
c. Replace the bridge at M. P. 2.8 (Perhaps with a pipe).
M. P. 0.0 is at junction with Vale-West Highway.

The crushing, placing base rock and oiling will be contracted.

A possible source of material is a county controlled gravel pit 1.8 miles south of the south end of project.

Vernal Moore

Vernal Moore
Division Geologist

VM:nd

cc. Mr. S. Cox ✓

RECEIVED
AUG 2 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

RECEIVED
MAY 1 [illegible]
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS PROJECT DATA

1. Name of County Malheur FAS No. ____

2. County Road Name Bully Creek Reservoir Road.

3. Section Name Bully Creek Park Length approx 4 miles

4. Type of Project Surface - oiling

5. Survey to be done by: State ____ County X
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No X

Will it be furnished? Yes X No __

7. Wearing Surface: Type oil Width 20 Shoulders 3 Ft ~~3~~ Ft

8. Grading & Drainage:

By County X County Date of Completion 7/1/66 By Contract ____

9. Bottom Base Course:

By County X County Date of Completion ____ By Contract X

County has or will place initial gravel base additional gravel base by contract

10. Leveling Course:

By County ____ County Date of Completion ____ By Contract X

11. Wearing Surface:

By County ____ County Date of Completion ____ By Contract X

12. Clearing:

By County X County Date of Completion 1/6/66 By Contract ____

13. Is there any merchantable timber on right-of-way? Yes ____ No X

14. Will timber be reserved for owner? Yes ____ No ____

15. Will timber become property of contractor? Yes ____ No ____

Remarks No timber

MATERIAL SOURCE -

16. Gravel X Quarry X Cinders ____ choice of 2 sites

17. Owner: County X By lease State ____ Private ____

18. Location: 2 miles of project Section 31 Township 18 S Range 18 S W.M.

CAR 61-8

19. Materials furnished by County: Borrow____ Select Topping____

Base Course X Level Course X Mineral Aggregates X

20. Miscellaneous Items: ____________________

Remarks: ____________________

____

FINANCIAL- -

21. Estimated Cost: $ 100,000

22. Available FAS Funds: $ approx. 250,000

23. Date Match Money is Available: 7/1/66

24. Will there be any 100% County Money? Yes X No____

25. Maximum Amount of 100% County Money Available: $____________

26. Date County Requests Letting: ____________

Remarks County will engineer, put in culverts for drainage, widen and grade including fills

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes____ No X

28. Will right-of-way be acquired by: Resolution____ or Deed____

29. Should State prepare options? Yes____ No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

31. Should material source site be included in right-of-way descriptions?

Yes X No____

32. Does project run inside city? Yes____ No____
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted])

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No X
(NOTE: County must move all utilities located on present right-of-way.)

Remarks____________________

ux 61-8

RAILROADS- -

34. Location: none

35. Name of Railroad: ____

36. Number of tracks: ____

37. Sight distance: ____(Left) ____(Right)

38. Number of trains ____

39. Angle of intersection ____

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning____ Crossbucks____ Stop____

Automatic Flashing____ Automatic Bell____ Gates____

Remarks ____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes____ No____

43. Will replacement by by: County____ Contract____
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes X No____

45. Will County adjust structure to additional width? Yes X No____

46. Will adjusted width be standard? Yes X No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks Bridge over Warm Springs Vale-Oregon Irrigation Siphon

47. Is project contingent upon other factors? Yes____ No X

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: ____

ccR 61-4

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: May be done anytime weather suitable

50. (c) Surveys (Coordination with outside surveys)

Explain: ____________________

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No X

52. Does County wish sight posts installed? Yes___ No___

53. Does County wish guard rail installed? Yes___ No X

54. Does County wish seeding and mulching incorporated into job?

Yes___ No X

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Malheur County

5/18/66 Date

By Ellis A. White
Judge or Commission Chairman

By V. E. Gillespie
Act. County Engineer

____
O.S.H.D. Field Engineer

Date______________________

CCR 4-4

Form 246x—

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Malheur County FAS

Bully Creek Reservoir Rd. 4.0 Miles

Lead Course ± 20' 0-11 Oil, 4' Shoulders

STATE PRINTING

3/4"-0" in Leveling Course	6700	cu.yd.	$3.00	20100
Sprinkling	200	M-gal	3.00	600
Prep of Base	4.0	miles	300.00	1200
MC 250 in Base	72	Tons	60.00	4320
3/4"-0" " "	540	Cu.yd.	4.75	2565
Mineral Aggregate	2600	" "	4.75	12350
120-150 Asphalt	182	Tons	58.00	10556
RS-1 in Seal	55	Tons	60.00	3300
Extra Approaches	10	Each	40.00	400
				55 391
Eng & Cont				6609
				$62 000
				15 400

13,240

324-1719 Hubbard (3rd St.) Sec., city 1968
street. (Grading & Paving)
#7136

CtA 5509

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97316

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-13-68	CC 1155		374-1497-295 $279.03 374-1719-295 $3,368.68

-
-
- City of Hubbard
- City Hall

Hubbard, Oregon 97032

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Cyril McNary, City Recorder			
Final Billing: Special City Allotment project on Third Street, Contract 7136. Covered by agreement dated February 19, 1968.			
City's Advance Deposit			3,895.00
As per attached statement:			
Final cost			
Agreed State share		28,647.71	
Agreed City Share		25,000.00	
			3,647.71
Refund Due City			247.29

ACKNOWLEDGED

By

NOTED
H. S. COX

RECEIVED
DEC 16 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

SCA

NOTED
H. S. CO

OREGON STATE HIGHWAY DEPARTMENT Date December 13, 1960

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1960

Contract # 7136 Prefix 324-1719 Survey Prefix 324-1427

Street Third Street

City Hubbard

Payments to Contractor..(See attached voucher.)	$23,300.74
Engineering and Contingencies........................	5,067.94
* Survey... Total: $2,349.78 Pro-rata Share........................	279.03
TOTAL.............	$28,647.71
Agreed State Share	25,000.00
Agreed City Share	$ 3,647.71
City Advance Deposit	$ 3,895.00
REFUND DUE CITY......$	**247.29**

Reference: Outside Billing OB-1155

$$* \ \frac{\text{Construction costs over \$25,000} = \$\ 3,368.68}{\text{Construction costs} = \$28,368.68} \times \$2,349.78 = \$279.03$$

Portion of preliminary engineering charged to project = $279.03

RU:mm

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: MARION

CONTRACT NO.: 7136

ESTIMATE NO: 3

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: HUBBARD /3RD ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DA
001	TEMPORARY PROTECTION +	DIRECT OF TRAF	LUMP SUM	475.0000	1.
002	CLEARING AND GRUBBING		LUMP SUM	225.0000	1.
003	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.3000	1,263.
004	TRENCH EXCAVATION		CU YDS	3.0000	145.
005	WATERING		M-GALS	4.0000	14.
007	LIME TREATED SUBGRADE		SQ YDS	.2900	3,455.
008	LIME FOR TREATED SUBGRADE		TONS	31.0000	38.
009	3/4IN-0 MATERIAL IN BASE		CU YDS	3.8000	327.
010	STONE BASE		CU YDS	3.8000	1,465.
011	CLASS B ASPHALT CONCRETE		TONS	12.0000	591.
012	8-INCH EX ST CONC STORM	SEWER PIPE	LIN FT	1.7500	325.
013	8-INCH STEEL STORM SEWER	PIPE	LIN FT	3.0000	288.
014	CONCRETE INLETS TYPE G-1		ONLY	80.0000	6.
015	CONCRETE CURBS		CU YDS	37.0000	46.
016	CONCRETE DRIVEWAYS		SQ YDS	6.0000	77.
017	EXTRA FOR A C CONC	APPROACHES	ONLY	35.0000	2.
	PRICE AGREEMENT ITEMS				
30101	REMOVE CONC SIDEWALK		SQ YD	.7500	45.
30102	EXTRA FOR A C SIDEWALK	+ A C LEVELING	LUMP SUM	45.0000	1
30103	CONST P C C SIDEWALK		SQ YD	5.0000	14.
30301	PAYMENT FOR WATERING IN	HAULING VEHICLE	M GAL	4.0000	11.

ATE: 08/ 8/68 7136	TOTAL CONTRACT ITEM
REVIOUS VOUCHER NO.: 4216	% RETAINED ON CONTRACT ITEM
HECKED BY: CP/md CR.	FORCE ACCOUN
NGINEER OR AUDITOR: Arthur Duffy	TOTAL PAYMEN

CONTRACT NO. 7136

ESTIMATE NO. 5 Final

PREFIX NO'S. 324-1719-204 (41) 1,225.55 Dr.

FEDERAL AID PROJECT NO.

ST/

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
F	LUMP SUM	475.0000	1.000	475.00	475.00	
	LUMP SUM	225.0000	1.000	225.00	225.00	
	CU YDS	1.3000	1,263.000	1,641.90	1,641.90	
	CU YDS	3.0000	145.700	437.10	437.10	
	M-GALS	4.0000	14.400	57.60	57.60	
	SQ YDS	.2900	3,455.000	1,001.95	1,001.95	
	TONS	31.0000	38.415	1,190.87	1,190.87	
	CU YDS	3.8000	327.200	1,243.36	1,243.36	
	CU YDS	3.8000	1,465.200	5,567.76	5,567.76	
	TONS	12.0000	591.520	7,098.24	7,098.24	
	LIN FT	1.7500	325.000	568.75	568.75	
	LIN FT	3.0000	288.000	864.00	864.00	
	ONLY	80.0000	6.000	480.00	480.00	
	CU YDS	37.0000	46.430	1,717.91	1,717.91	
	SQ YDS	6.0000	77.100	462.60	462.60	
	ONLY	35.0000	2.000	70.00	70.00	
	SQ YD	.7500	45.000	33.75	33.75	
G	LUMP SUM	45.0000	1.000	45.00	45.00	
	SQ YD	5.0000	14.710	73.55	73.55	
LE	M GAL	4.0000	11.600	46.40	46.40	
	TOTAL CONTRACT ITEMS			23,300.74	23,300.74	
	% RETAINED ON CONTRACT ITEMS				1,225.55	1,225.55
	FORCE ACCOUNT					
	TOTAL PAYMENTS			23,300.74	22,075.19	1,225.55 ~~1,2255~~

RECEIVED
AUG 15 1968

FOR FILING

324-1719
7136

August 14, 1968

US Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7136 awarded to D & D Paving, Inc., for grading and paving on Third Street in the City of Hubbard in Marion County was completed on July 11, 1968, and accepted by the Highway Commission on August 13, 1968.

Final payment in the amount of $1,225.55 will be released to the contractor after August 21, 1968. The total contract amount is $23,300.74 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: D & D Paving, Inc.
1815 22nd Street
Salem, Oregon 97302

L. H. Young
C. H. Maison
Attn: John Herr

C

RECEIVED
AUG 14 1968

324-1719

7136

August 13, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 11, 1968, on Contract No. 7136. The contract was with D & D Paving, Inc., and was for grading and paving on the Hubbard (3rd Street) Section in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 13, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb:lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

324-1719 C

7136

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Hubbard (3rd St)	WEEK ENDING: July 27, 1968 SECTION PREFIX: 324-1719
	HIGHWAY: City Street	COUNTY: Marion
NAME OF JOB: Hubard (3rd St)	KIND OF WORK: Grading and Paving	
CONTRACTOR: D & D Paving, Inc.	CONTRACT NUMBER: 7136	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 2, 1968	DATE WORK STARTED: May 29, 1968	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 60	WORK DAYS USED: CALENDAR DAYS USED: 58
PROJECT AUTHORIZATION: $ 28,580.23	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 97
EXCLUSIVE OF ENGINEERING: $ 26,084.14	ENGINEERING AUTHORIZATION: $ 2,496.09	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 23,300.74	ENGINEERING COST TO DATE: $ 3,950.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.6 %	PERCENT OF AUTHORIZATION: 170 %	DATE PROJECT WAS COMPLETED: July 11, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,500 CY	1,870 CY			660 Tons
TOTAL QUANTITIES CORRECTED TO DATE	1,263 "	1,792 "			591.52 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES	375 "	300 "			"
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	Cloudy			
SATURDAY				

Routing
Morgan MM
Decker
Bond
Barbee
Walker
Clenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
CONSTRUCTION DIVISION

Contract # 7136

CITY OF HUBBARD
HUBBARD, OREGON 97032
PHONE 981-9633

Hubbard, Oregon
July 26, 1968

State of Oregon
Highway Department
Salem, Oregon

Mr. Arthur Duffy:

At a special meeting of the Hubbard City Council on July 25, 1968 a motion passed to accept the Third Street project.

Very Truly Yours,

Acting Recorder

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

RECEIVED
JUL 30 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name Third Street Contract No. 7136

Highway Hubbard City Street Prefix No. 324-1719

County Marion F. A. No. State

Final inspection made on 7-17-68 By Gerald Wimer

in company with Floyd Dominic, City Street Superintendent, and Arthur Duffy, Resident Engineer.

CHECK LIST

Date			
7-11-68	Construction signs removed.	7-7-68	Opened to traffic.
Was none	Salem Office notified to rescind construction speed zone.	With Semi-final	Division materials certification submitted.
7-11-68	Contractor removed equipment from project.		
7-11-68	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project satisfactorily meets specifications. Minor items over and above contract will be taken care of by City and their letter of acceptance will follow.

NOTED
H. S COX

RECEIVED
JUL 19 1968
ENGINEER
COUNTY & CITY DIVISION

All contract work on this project has been completed and recommendation is made for acceptance on 7-11-68 (date). The semi-final estimate will be submitted about 7-25-68.

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
~~[illegible] Engineer~~
~~Bridge Engineer [illegible] Duffy~~
Resident Engineer Arthur Duffy
District Maintenance Supt. Floyd Lacey
Traffic Engineer F. B. Crandall
County & City Engineer H. S. Cox

Copies sent to all named 7-18-68 a.m.

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

(signed) Assistant Division Eng'r. (title)

NOTED
DON HARWELL

RECEIVED
JUN 24 1968
FOR FILING
324-1719
7136

June 21, 1968

2351

Mrs. Edward Schoor
681 Third Street
Hubbard, Oregon 97032

Dear Mrs. Schoor:

This reply to your letter of June 13 concerning the use of lime on the Hubbard project is late, inasmuch as the lime application has been completed. However, the contractor was advised that controls would be required to prevent harmful wind deposits of lime on property adjacent to the roadway. We believe the controls exercised did prevent this deposit.

The use of lime to stabilize clay-type subgrades is relatively new in Oregon, though it has been used extensively in other states. It provides a means whereby a stronger, longer lasting surface can be constructed at reduced costs.

So far as we can determine, a light dusting of lime is not harmful to most plants and shrubs. However, we intend to continue controls which will keep this deposit to a minimum.

Thank you for calling this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. D. Asburry

(FBK 2351)

GLD:ss srb

REFERRED TO admin
BY SECRETARY

Oreg Hiway Dept
Salem, Oreg

MRS. EDWARD SCHOOR
681 THIRD STREET
HUBBARD, OREGON 97032

June 13. 1968

.7351

Dear Sir:-

I have been told you will use lime in large quantities in your project here. I am wondering what if anything I can do to protect my shrubs. Have several large ones I've had for years and would hate to have damaged. I thank you for any advice you can give me.

Sincerely
Emma Schoor

RECEIVED
JUN 14 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
JUN 21 1968
FOR FILE

324-1719

7136

May 3, 1968

Bids rec'd
Apr 25

D & D Paving, Inc.
1815 22nd Street
Salem, Oregon 97302

Gentlemen:

The State Highway Commission on May 2, 1968, accepted your proposal for grading and paving 3rd Street in the city of Hubbard in Marion County for the sum of $24,516.90 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Hubbard is received and the sum of $3,895 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 7136. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 15, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
Arthur Duffy
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

Salem, Oregon
April 30, 1968

1968 Special City Allotment Project
Third Street
City of Hubbard
Advance Deposit

Mr. C. E. Maison
Controller
OFFICE

Attention: Mr. John Kerr

NOTED
H. S. COX

The City of Hubbard's advance deposit of $3,895.00 has been received and is the correct amount to cover the City's portion of subject project as per agreement between City and State.

This project is now clear for award.

Robert H. Prange
Field Engineer
County and City Division

RHP:mm

cc: L. E. Young
F. D. Morgan

Received 4-30-68

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

Fred W. Hill, Member
Helix
Thaddeus Bruno, Member
Portland

April 25, 1968

Mr. Cyril K. McNary
City Recorder
City Hall
Hubbard, Oregon 97032

Dear Mr. McNary:

On April 25, 1968, the State Highway Commission opened bids on the 1968 Special City Allotment project on Third Street in Hubbard. The apparent low bid was submitted by D & D Paving Company of Salem, and the anticipated cost based on the bid is as follows:

Contractor's bid	$24,510.90
Anticipated additional items	450.00
TOTAL	$24,960.90
Engineering and contingencies (14½%)	3,619.33
TOTAL	$28,580.23
Estimated city share of preliminary engineering	313.17
TOTAL ANTICIPATED COST	$28,893.40

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $3,895 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:cb

bc: R. D. Asburry
L. H. Young

NOTED
DON HARWELL

HUBBARD (3RD STREET) SECTION

CITY STREET

MARION COUNTY

State Project
0.15 mi. Grading and Paving

Bids Received April 25, 1968

1.	All Specified	Temporary Protection and Direction of Traffic		$ 500.00
2.	All Specified	Clearing and Grubbing		500.00
3.	1,500 cu.yds.	General Excavation, Unclassified	$ 1.50	2,250.00
4.	170 cu.yds.	Trench Excavation	3.50	595.00
5.	44 M-gals.	Watering	3.50	154.00
6.	500 gals.	SS-1 Asphalt in Watering	0.30	150.00
7.	3,760 sq.yds.	Lime-Treated Subgrade	0.30	1,128.00
8.	42 tons	Lime for Treated Subgrade	30.00	1,260.00
9.	290 cu.yds.	3/4" - 0 Material in Base	4.00	1,160.00
10.	1,380 cu.yds.	Stone Base	3.75	5,175.00
11.	660 tons	Class "B" Asphalt Concrete	9.25	6,105.00
12.	350 lin.ft.	8-inch Ex. St. Conc. Storm Sewer Pipe	3.50	1,225.00
13.	310 lin.ft.	8-inch Steel Storm Sewer Pipe	3.25	1,007.50
14.	6 only	Concrete Inlets, Type G-1	130.00	780.00
15.	50 cu.yds.	Concrete Curbs	50.00	2,500.00
16.	54 sq.yds.	Concrete Driveways	5.00	270.00
17.	2 only	Extra for A.C. Conc. Approaches	50.00	100.00
			For Comparison of Bids	$24,859.50

ESTIMATED CONSTRUCTION AUTHORIZATION

1.4% under.

Estimated Contract Amount		$24,859.50	$24,510.90
Anticipated Additional Items:			
Flagging	$200.00		
Signing	150.00		
Tack Coat	100.00		
		450.00	450.00
		$25,309.50	$24,960.90
Engr. & Cont. (14½%)		3,669.88	3,619.33
Estimated Net Authorization, Constr.		$28,979.38	$28,580.23
			313.17
			$28,893.40

$\frac{3,580.23}{28,580.23} \times \$2,500 = \$313.17$

Sec. 33, T. 4 S., R. 1

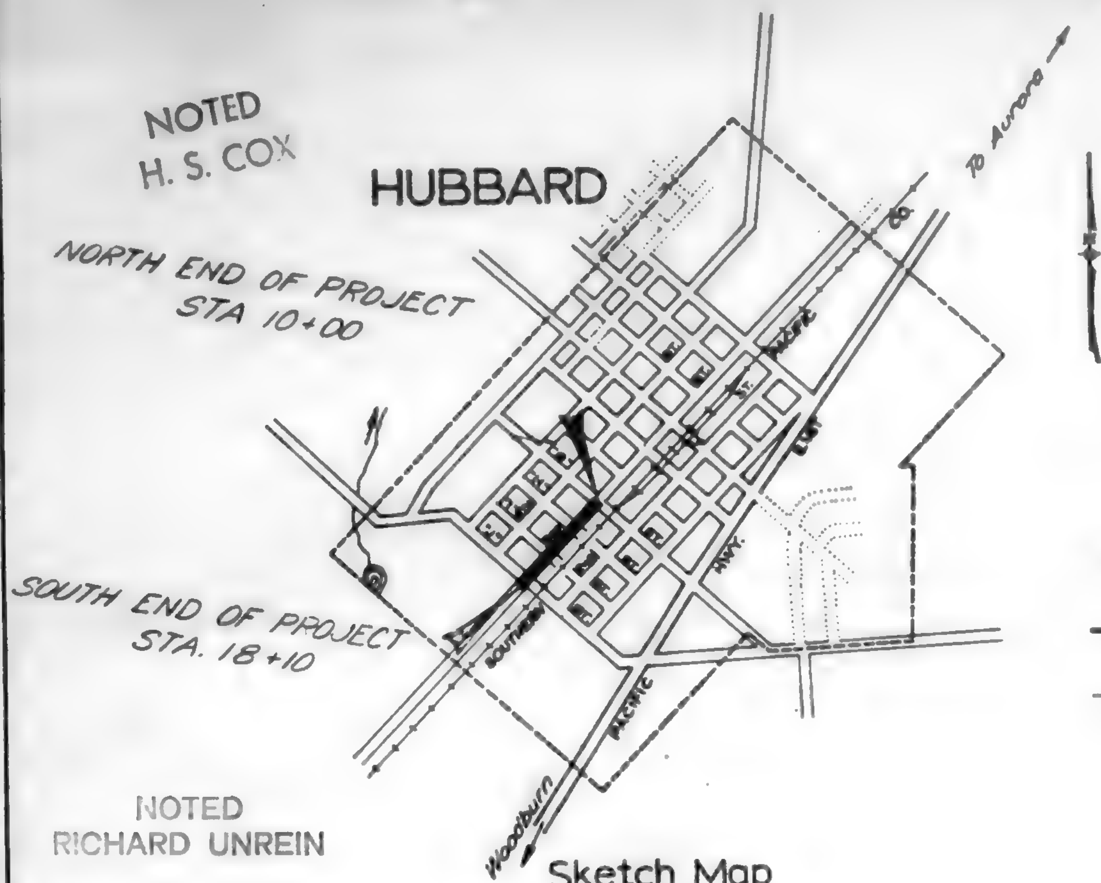
PRELIMINARY COPY
FEB 2 0 1968
SUBJECT TO CHANGE
ROAD DESIGN SECTION

Note: ok

Paving to feather out to the middle of J St. as indicated by tel. conversation.

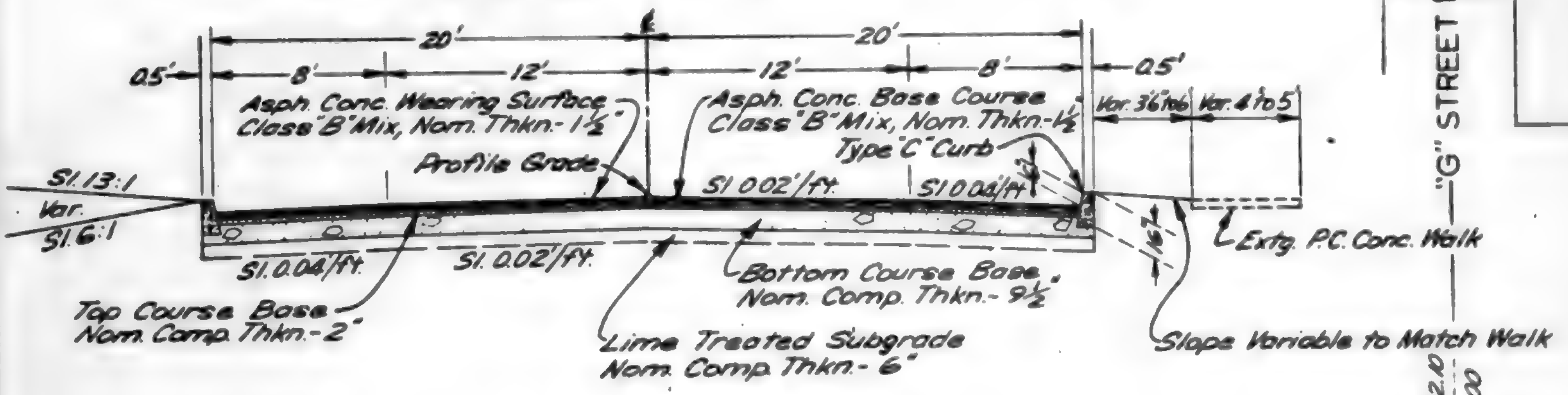
NOTED
H. S. COX

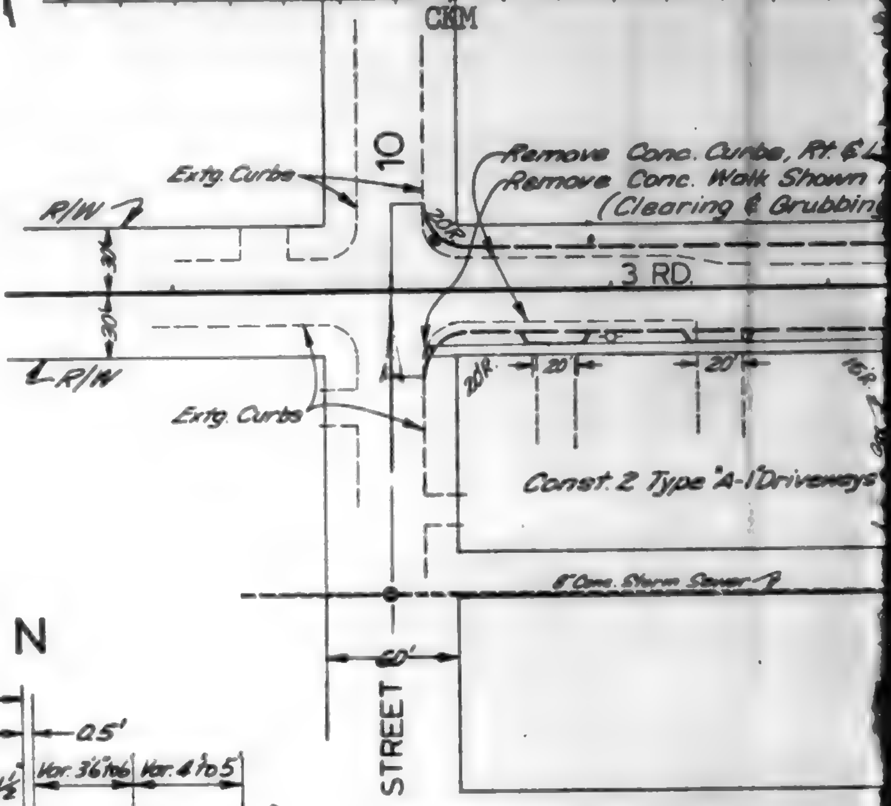
NOTED
RICHARD UNREIN



Sketch Map

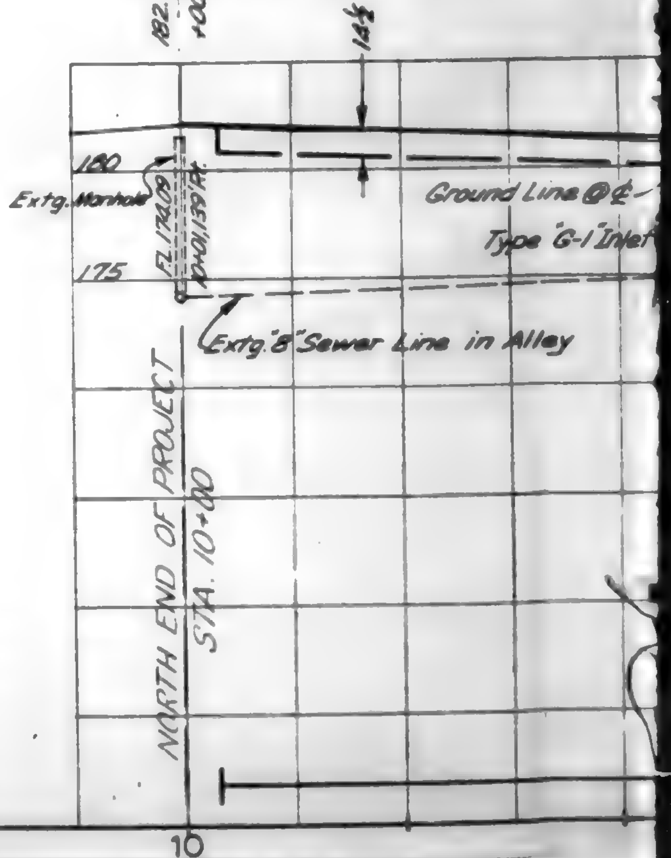
TYPICAL SECTION





SUMMARY

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
APPROVED				
CITY OF Hubbard				
BY MAYOR				
BY RECORDER				
DATE Mar 5, 1968				



OREGON STATE HIGHWAY DEPARTMENT

HUBBARD (3RD ST.) SECTION

CITY STREET

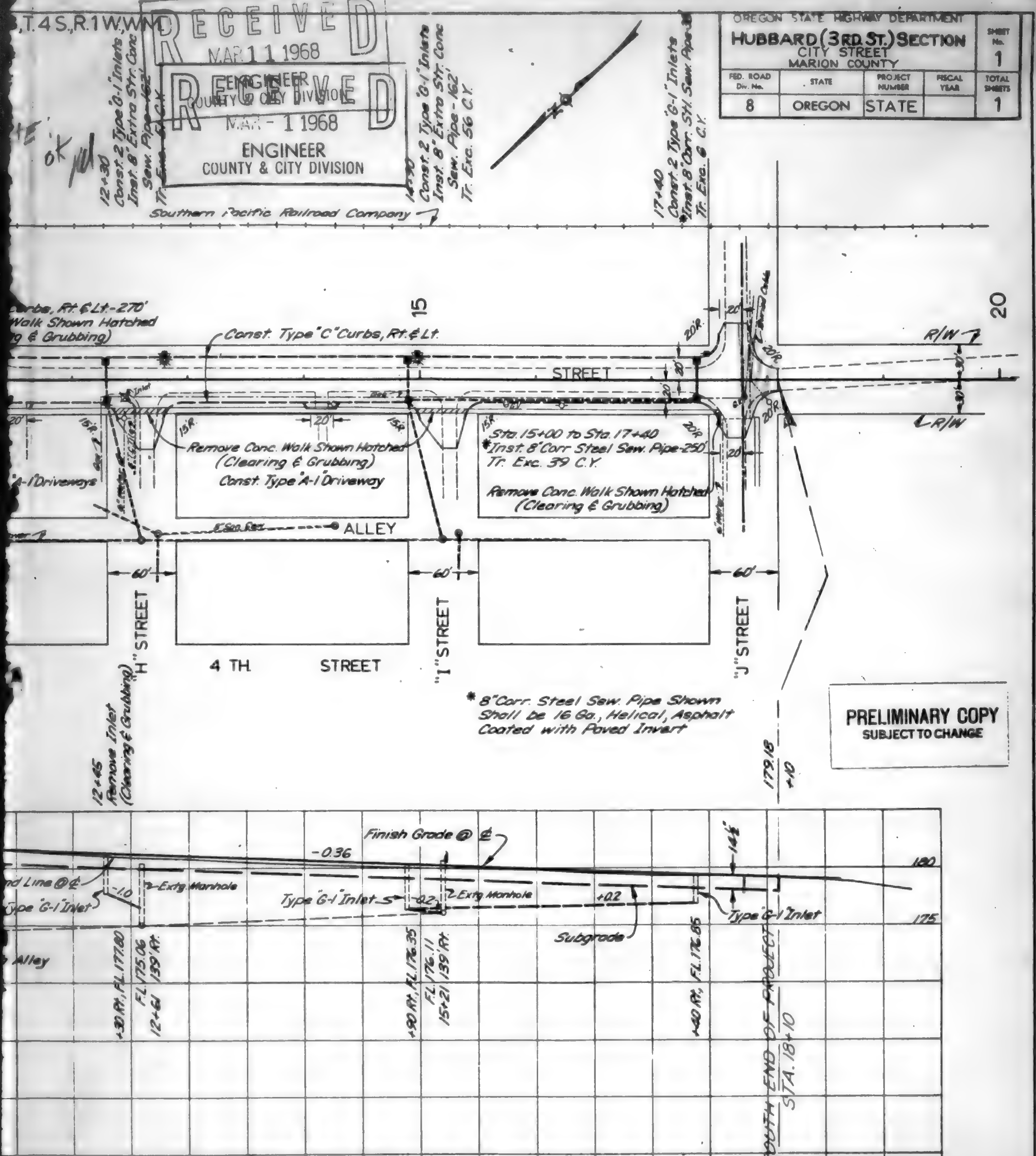
MARION COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	STATE		1	1

RECEIVED
MAR 1 1 1968
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR - 1 1968
ENGINEER
COUNTY & CITY DIVISION

OK



PRELIMINARY COPY
SUBJECT TO CHANGE

NOTED
DON HARWELL

Hubbard (3rd St.) Section
MARION County

E. Johnson
3-6-68

Temporary Protection & Direction of Traffic	All Specified		500
Clearing and Grubbing	All Specified		500—
General Excavation, Unclassified	~~1600~~ 1500 cu.yds	1.50	~~2400~~ 2250—
Trench Excavation	170 cu.yds	3.50	595—
Watering	~~50~~ 44 M-Gals	3.50	~~175~~ 154—
SS-1 Asphalt in Watering	500 Gals.	.30	150—
Lime Treated Subgrade	~~4060~~ 3760 sq.yds	.30	~~1218~~ 1128—
Lime for Treated Subgrade	~~46~~ 42 ton	30.00	~~1380~~ 1260—
3/4"-0 Material in Base	~~350~~ 290 cu.yd	4.00	~~1400~~ 1160—
Stone Base	~~1510~~ 1380 cu.yd	3.75	~~5662.50~~ 5175
Class "B" Asphalt Concrete	~~700~~ 660 ton.	9.25	~~6475~~ 6105—
8-inch Ex. St. Conc. Storm Sewer Pipe	350 lin. ft	3.50	1225—
8-inch Steel Storm Sewer Pipe	310 lin. ft	3.25	1007.50
Concrete Inlets, Type G-1	6 only	130.00	780—
Concrete Curbs	50 cu.yd	50.00	2500—
Concrete Driveways	54 sq.yds	5.00	270—
Extra for A.C. Conc. Approaches	2~~4~~ only	50.00	~~200~~ 100
			~~26,430~~—
			24,856.50
Anticipated			25,309.50
			~~26,888~~—
Engr. & Cont. 14 1/2			3,862.88
			~~3,898.76~~
			~~30,786.76~~
			*28,979.38
+ P.E. Share			205.98
TOTAL			$29,185.36

Flagging 200—
Signing. 150
Asphalt for Tack Coat 100

RECEIVED
MAR - 7 1968
ENGINEER
COUNTY & CITY DIVISION

Survey Est. $1500

$\frac{3,979.38}{28,979.38} \times 1500 = \$205.98$

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
FEB 20 1968

FOR FILING

324-1719

7136

February 20, 1968

City of Hubbard
City Hall
Hubbard, Oregon 97032

MISC. CONTRACTS and
AGREEMENTS No. 3569

Attention: Cyril K. McNary
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Third Street from "G" Street to "J" Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed copy)

2-15-68

THIRD STREET (CITY OF HUBBARD)
CITY STREET
MARION COUNTY

NARRATIVE REPORT

The project calls for the reconstruction of Third Street between G and J Streets with a 40 foot curbed roadway. An existing concrete sidewalk on the westerly side 23.6 to 26 feet from the street centerline will remain as is.

Drainage requires construction of a storm sewer system to connect to an existing 8"storm sewer in the alley between Third and Fourth Streets, which connects to a 12" line at D Street, outfalling westerly at Mill Creek. The city is confident that the existing 8" line will be adequate.

The walnut trees on the easterly side of the street are to be cleared and grubbed by the city.

Arthur Duffy

Arthur Duffy
Resident Engineer
February 9, 1968

THIRD STREET (CITY OF HUBBARD)
CITY STREET
MARION COUNTY

ENGINEER'S REPORT

The work to be done, reconstruction of a 0.15 mile section of Third Street in the City of Hubbard, Marion County, consisting of the following:

1. Grading, involving approximately 1,470 cubic yards of roadbed excavation.
2. Construction of).15 mile of Lime Treated Subgrade involving approximately 4,000 square yards.
3. Construction of 0.15 mile of stone base involving approximately 890 cubic yards of crushed material.
4. Construction of 0.15 mile of Asphaltic concrete pavement involving approximately 680 tons of asphaltic concrete.
5. Performance of such additional and incidental work as is called for by the specifications and plans.

The northerly end of the project is at the intersection of Third Street and "G" street. The southerly end of the project is at the intersection of Third street and "J" street. The overall length of the project is 0.15 mile.

CLEARING AND GRUBBING: Standard specifications.

All trees on the project will be completely removed by the City prior to work on the project. Clearing and Grubbing under the contract will include the removal of 270 lineal feet of curb, 5 square yards of sidewalk, and one catch basin.

GENERAL EXCAVATION, UNCLASSIFIED: Standard specifications.

TRENCH EXCAVATION, UNCLASSIFIED: Standard specifications.

WATERING: Standard specifications.

LIME TREATED SUBGRADE:

As per Special Provisions, pages ~~[illegible]~~ 14 -18,for the Beaverton - Progress Section, June, 1967.

LIME FOR TREATED SUBGRADE:

Same as above.

¾"-0 MATERIAL IN BASE: Standard Specifications.

THIRD STREET (CITY OF HUBBARD)
CITY STREET
MARION COUNTY

ENGINEER'S REPORT

COARSE CRUSHED MATERIAL IN BASE:	Standard specifications.
¾"-0 AGGREGATE IN PRIME COAT:	Standard specifications.
RC-250 ASPHALT IN PRIME COAT:	Standard specifications.
CLASS "B" ASPHALTIC CONCRETE:	Standard specifications.
RS-1 ASPHALT:	Standard specifications.
8" SEWER PIPE:	Standard Specifications.
8" METAL PIPE:	Standard specifications.
CONCRETE INLETS, TYPE "G":	Standard specifications.
CONCRETE CURBS:	Standard specifications.
EXTRA FOR A.C. CONC. APPROACHES:	Standard specifications.

Prospective Sources of Material:
Commercial sources in the area.

Miscellaneous Provisions

Provision for Traffic:

Traffic can be detoured at G and J Streets with the exception of access to one residence which exits on Third Street.

Additional Anticipated Items:

1. Flagging

Arthur Duffy

Arthur Duffy
Resident Engineer
February 15, 1968

TION Third Street (City of Hubbard) ESTIMATE OF COST / / SHEET 2 OF 2

WAY City Street

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST	
						$		$	
1	Clearing & Grubbing	Lump Sum	All Spec.		All			500	00
2	General Excavation, Unclassified	Cu. Yd.	1,337 13,130	133	1,470	1	50	2,205	00
3	Trench Excavation, Unclassified	Cu. Yd.	150 100	15	165	3	50	577	50
4	Watering	M-Gal	86 90	14	100	3	50	350	00
5	Lime Treated Subgrade	Sq. Yd.	3,856	144	4,000		30	1,200	00
6	Lime for Treated Subgrade	Ton	43	4	47	30	00	1,410	00
7	3/4-0 Material in Base	Cu. Yd.	? 142 300	18	160	4	00	640	00
8	Coarse Crushed Material in Base	Cu. Yd.	? 660 1265	70	730	3	50	2,555	0
9	3/4"-0 Aggregate in Prime Coat	Cu. Yd.	27	3	30	6	00	180	00
10	RC-250 Asphalt in Prime Coat	Ton	4	0.5	4.5	75	00	337	50
11	Class "B" Asphaltic Concrete	Ton	615 670	65	680	9	25	6,290	00
12	RS-1 Asphalt	Gal.	100	10	110		30	33	00
13	8-inch Sewer Pipe	Lin. Ft.	316	14	330	2	50	825	00
14	8-inch Metal Pipe	Lin. Ft.	278	12	290	3	25	942	50
15	Concrete Inlets Type "G"	One	6 7	0	6	110	00	660	00
16	Concrete Curb	Cu. Yd.	45.42 50	0.58	46	50	00	2,300	00
17	Extra for A.C. Conc. Approaches	One	7	0	7	50	00	350	00
								21,355	50
	Additional Anticipated Items:								
	Flagging (State Share)							200	00
					21,555.50			21,555	50
	Engineering & Contingencies (12½%)			20%	4,311.10			2,694	44
	Total				$25,866.60			24,249	94
	Quantities appear way low. Del.		P.E.	City Share	50.00				
			TOTAL		$25,916.60				

City

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section 3rd STREET Highway City of Hubbard County Marion Prefix 324-1427

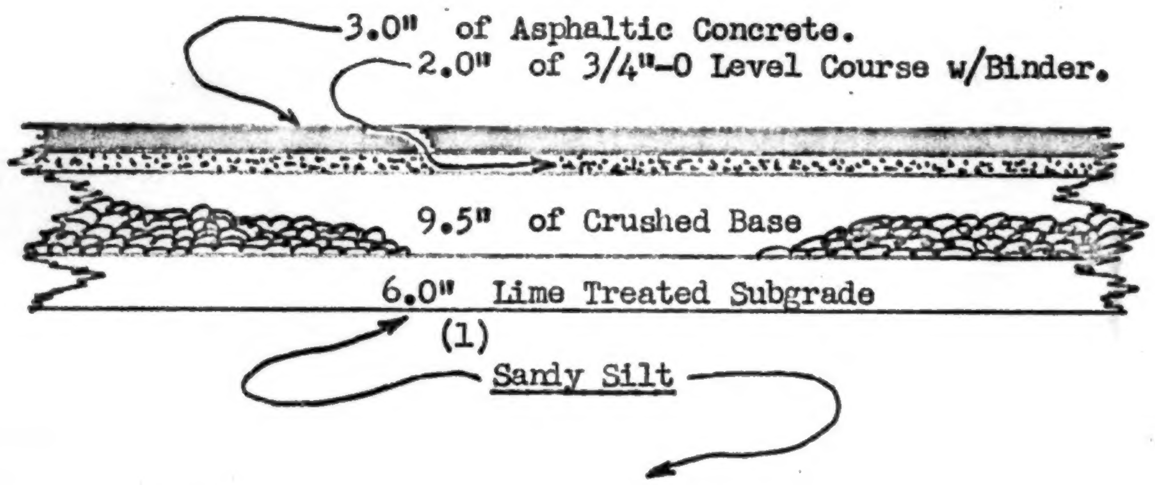
Res. Engr. A. Duffy Approx. Length 0.15 Miles. Sta. ________ to Sta. ________ Date 2-9-68

Truck A.D.T. 98 Traffic Coefficient 7.0 18 kip s.a. per day 20 (Automobiles not considered.)

Annual Precipitation 40"+ Frost Penetration - - - .

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	A.C.
	2.0	2.0	Level
	9.5	9.5	Cr. Base
	5.0	6.0	L.T.S.
22.5	22.5	20.5	

(1)
Typical Soil
27 LL
5 PI
99 %P 10
79 %P200
1 %Gravel
4 %C Sand
16 %F Sand
60 %Silt
19 %Clay
9 "R" Value


3.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.
9.5" of Crushed Base
6.0" Lime Treated Subgrade
(1)
Sandy Silt

AASHO CLASSIFICATION:

A-4 (3)

MATERIAL SOURCES:

To be determined by the Engineer.

Note:
The surfacing thickness design is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

NOTED
F. B. KLABOE

2-9-68

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer
County - City (2)

Submitted by ________
for Staff Assistant

Recommended by OAWhite
Engineer of Materials

Recommended by ________
Asst Construction Engineer

Approved by ________
Asst. State Highway Engineer

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 7105 confidential Ends with: Contract# 7136

FLASH CARDS: Begin Each Contract

Remarks: #7136 continues on reel 137

Reel No. 136 Reduction Ration 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 14th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Silvar Storm